



The China Mail

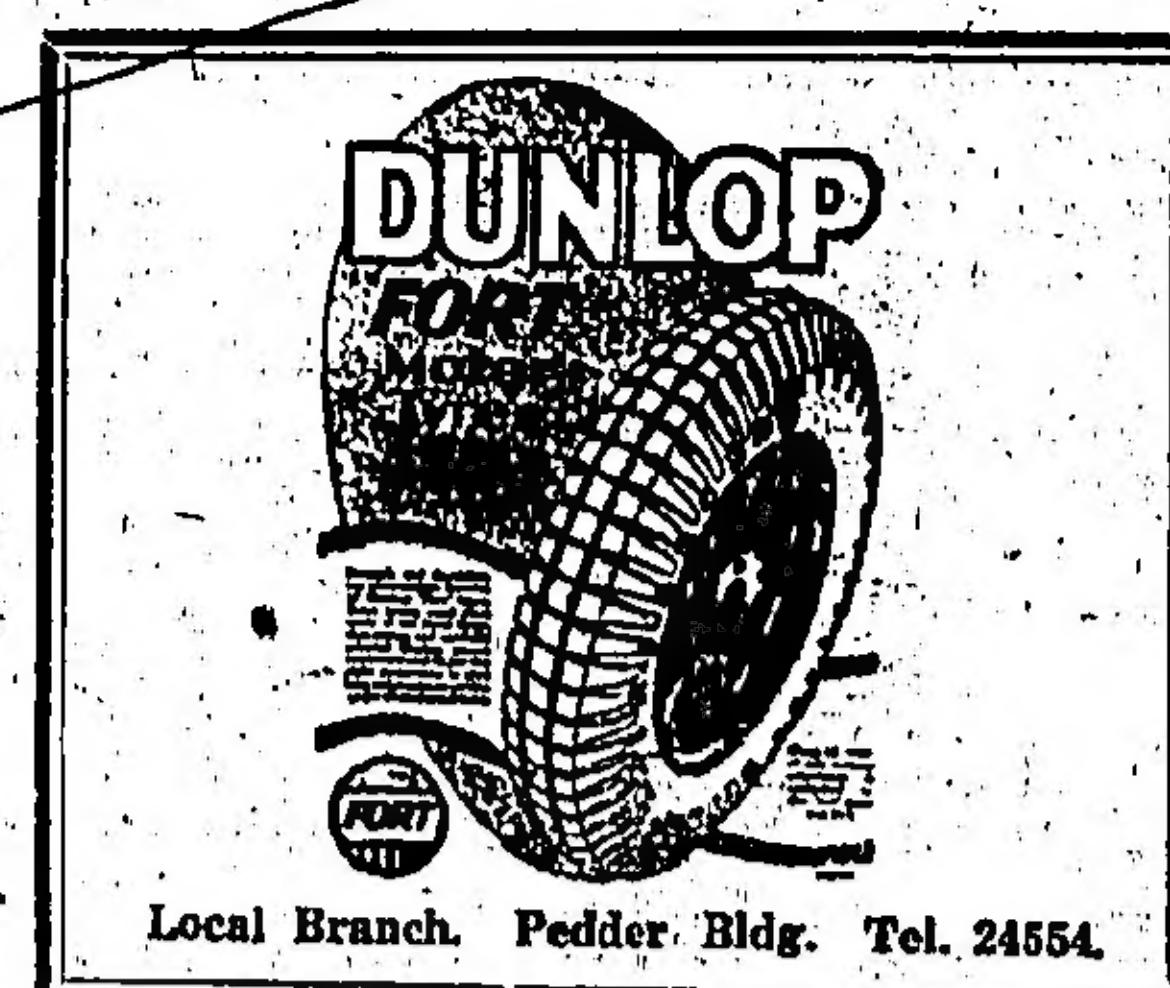
ESTABLISHED 1845.

TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 11½d.

No. 27,886

HONG KONG, THURSDAY, AUGUST 27, 1931.

PRICE \$3.00 Per Month.



Local Branch Pedder Bldg. Tel. 24554.

NEW GOVERNMENT SETTLING DOWN

"VIGOROUS OPPOSITION" BEING PREPARED

LABOURITES UP IN ARMS

NEW CABINET SETS TO WORK AT ONCE

The National Government has set itself to the task which called it into existence, and the "Dee-Cabinet" is getting to grips with its problems. Government's proposals will not be disclosed until the emergency meeting of Parliament next month.

Whereas the Conservative and Liberal Parties recognise that a situation had arisen which could only be met and overcome by the fullest co-operation in the Nation's interests, the majority of the Labour Party seem to be blind to this aspect of the case and are preparing "vigorous opposition" in and out of Parliament.

Mr. Ramsay MacDonald is the recipient of a happy and encouraging message from Dr. Bruening, the German Chancellor.

CONVERSION LOAN CONTEMPLATED

London, Yesterday. "Vigorous opposition" in Parliament and in the country to the new Government is threatened in a resolution unanimously carried at a joint meeting of the Trade Union Congress General Council, National Executive Committee of the Labour Party and the Consultative Committee of the Parliamentary Labour Party held this evening. — Reuter.

Party Meetings. Rugby, Yesterday. Meetings of the three political parties are fixed for Friday. It is anticipated that the action of their leaders in joining the National Government will be unanimously endorsed by the Conservative and Liberal Parties. Mr. Stanley Baldwin has, since his return, been in close contact with a large number of prominent members of his party and has been assured that they recognise that a situation had arisen which could be met only by the fullest co-operation and joint measures.

Sir Herbert Samuel has, throughout the recent negotiations, had counsel of leading Liberals. Mr. Lloyd George was kept fully informed, and Lord Grey's approval of the steps taken was also forthcoming.

The General Council of the Trades Union Congress and the National Executive of the Labour Party held a joint meeting—today at which four ex-Ministers, Mr. Arthur Henderson, Mr. Clynes, Mr. Lansbury, and Mr. Morrison, were present and spoke.

Labour Resolution. At the conclusion, it was announced that the following resolution had been passed:

"This joint meeting, having considered the position created by the formation of a new Government, is unanimously of opinion that it should be vigorously opposed in Parliament and by a movement throughout the country. It approves of the action taken by Ministers of the late Government in declining to render support to the new Administration, and recommends the Parliamentary Labour Party to constitute itself an official Parliamentary Opposition."

A further meeting will be held tomorrow to discuss future policy in anticipation of a full meeting of the Parliamentary Labour Party on Friday.

Off with the Old. Within a few hours of having been sworn in at the Privy Council at Buckingham Palace this morning, Ministers of the now

When the boy gets tired pushing his wagon along, he rests, while the wagon rolls merrily on its way.

THAT'S FREE WHEELING!

HONG KONG & SHANGHAI HOTELS, LTD.

(Incorporated in Hong Kong.)

DEATH OF DR. JOHN FENTON

Connection with the University.

POPULAR LINGUIST.

The China Mail regrets to record the death of Dr. John Fenton, Ph.D., F.C.I.S., which occurred suddenly at his residence, "Derington," 3, Bowen Road, last night. He was in his 71st year. Dr. Fenton, who was married, was a popular linguist, being at one time a lecturer at the Hong Kong University. He was a teacher in the French language at the Central British School also. At the time of his death, Dr. Fenton was a private tutor.

His death will come as a great shock in educational circles.

The funeral takes place this afternoon.

morrow night for Lossiemouth—British Wireless Service.

Son Supports Father.

London, Yesterday. Mr. Malcolm MacDonald, the Premier's son, and Labour M.P. has decided to support the New Government.—Reuter.

Earlier Cables.

Thousands assembled outside Buckingham Palace to watch the former Ministers arrive to hand in their seals of office and the new Ministers arrive to be sworn in. Mr. MacDonald has sent a private letter to all the Labour members of the House of Commons, explaining the present situation. The Labour Executive will decide this evening.—Reuter.

Likely Proposals.

It is unlikely that further details of the Government's scheme for balancing the Budget will be revealed until Parliament meets, but it is known that a proposal for the reduction by ten per cent. in the Unemployment Insurance Benefit, apart from allowances for children, will figure in the programme of national saving, and that a conversion loan, that will effect a big saving on charges, is contemplated when circumstances are favourable.

Continuity of Policy.

Meanwhile, the transference of responsibility to the new Government is being effected with a minimum of interference, and there will be a continuity of policy on all major questions that lie outside the field of problems for the dealing of which the National Government was

called into existence.

Indian Conference.

With regard to India in particular, the position is unchanged. The Round Table Conference will meet as arranged on dates arranged. The only changes in the personnel of the British delegation to the Conference will be those necessitated by Ministerial changes, but the balance of Parties in the British delegation will be maintained.

Kindly Message from Germany.

Prime Minister MacDonald has received the following telegram from the German Chancellor, Doctor Bruening:

"Kindly accept sincerest wishes for full success of high and important task which you are assuming to-day in interests of your great country."

Mr. MacDonald has sent his thanks.

Having had a very strenuous few days, the Prime Minister is hoping to be able to leave London to-morrow.

Off with the Old.

Within a few hours of having

been sworn in at the Privy Council at Buckingham Palace this morning, Ministers of the now

GANDHI CHANGES HIS MIND.

To Attend Round Table Conference.

SAILS ON SATURDAY.

Simla, Yesterday. Pandit Malaviya and Mrs. Naidu, who had cancelled their passages when Mahatma Gandhi first declined to attend the Round Table Conference, have now decided to sail with him on Saturday.—Reuter.

[An earlier cable stated that Mahatma Gandhi had decided to attend the Conference and would sail from Bombay on Saturday, August 29.]

MR. FRANK HARRIS.

Well-Known Journalist Passes Away.

PRODUCED ONE PLAY.

Nice, Yesterday. The death has occurred of Mr. Frank Harris.—Reuter.

[The late Mr. Frank Harris was until recently Editor of Vanity Fair. Prior to that, he was Editor of the Fortnightly Review, and then Editor of the Saturday Review. He was also founder and Editor of the Canadian Friend. He was born in 1856, and received his education in American, French and German universities. He wrote many outstanding books among the better known being—Oscar Wilde, his Life and Confessions; Undreamed of Shores; On the Trail; My Reminiscences as a Cowboy; and Life of Bernard Shaw. His play—Mr. and Mrs. Daventry, is well-known.

His recreations: "a lover of books and men, who takes pleasure in the past by travelling and in the future by dreaming."

ABSENT FROM DUTY.

Ship's Wireless Operator Fined.

SERIOUS OFFENCE.

Leung Shu-yun, wireless operator of the China Navigation Company's s.s. Kwongchow, made another appearance before the Hon. Comdr. G. F. Hole, R.N. (retired), at the Marine Court this morning, in connection with the charge brought against him by Captain C. Stringer, master of the ship, for being absent from duty.

The charge against Leung was, that he being a seaman lawfully engaged on board the ship unlawfully absented himself without leave and without sufficient reason on July 31.

When the case first came up for hearing on Tuesday, Captain Stringer told the Magistrate that Leung was actually absent from the ship until August 2, when he returned to duty after the typhoon.

Leung at the time pleaded "guilty," but said that he was sick. He did not have a doctor's certificate with him, but had been seen by a doctor. The Magistrate then agreed to adjourn the case until his morning for the production of medical evidence.

When the case was called to-day, Leung told the Magistrate that he did not have any witness to call.

Thereupon his Worship decided to deal with the case after the others on the list had been disposed of.

Finally, Leung was called up for sentence, and, after ascertaining from Captain Stringer that the defendant's pay was \$80 per month, Comdr. Hole imposed a fine of \$20, the same as was imposed on Leung-sou, wireless operator of the s.s. Kueichow, who was convicted for a similar offence on Tuesday.

SPAIN AND PORTUGAL

PLOT TO RESTORE ALFONSO.

NIPPED IN BUD

MILITARY COUP-DETAT ATTEMPTED.

Madrid, Yesterday. A clerico-military plot to restore Alfonso to the throne has been revealed in the Press.

It is alleged that Church authorities at Navarre and in the Basque country made contact with ex-Ministers and ex-officers at a big Royalist meeting said to have been held in Madrid when a Royalist badge was designed.

The revolt was to begin in the Basque and Navarre provinces, but Government, ever watchful, concentrated large forces at strategic points, seized munition factories, and nipped the movement in the bud.

Plot That Failed.

Lisbon, Yesterday. A military coup d'état was attempted by 600 civilians, armed

FAIR TO SHOWERY.

The Royal Observatory's report issued this morning at 10:30 o'clock states:

The typhoon passed to the South of Vladivostok last night on an E.N.E. track.

Pressure is relatively low over S.W. China and Indo-China.

[Forecast:—S.E. or variable winds, moderate; fair to showery.

Rainfall.

Rainfall for 24 hours ended at 10 a.m. to-day, 0.22 inch. Total since January 1—59.57 inches against an average of 64.42 inches—deficit 4.85 inches.

Temperature.

The temperature at certain specified centres this morning at 6 o'clock was:

Hong Kong	83
Macao	83
Pratas Island	81
Manila	77
Foochow	83
Amoy	84
Swatow	83
Chefoo	69
Shanghai	72

KIDNAPPING CASE.

Chicago, Yesterday. Orders have been given for the arrest of gangster Al Capone for questioning in connection with the kidnapping of Jack Lynch, a Chicago gambler, who was held for ransom in a sum of \$250,000 on August 24.—Reuter's American Service.

A BRITISH LOAN?

Early Conversations Expected.

VALUABLE GLASSES.

Owner Asked to Apply to Police.

GOLD-RIMMED.

The owner of the glasses has not yet been found. The black leather case in which they are contained bears the name Bate-man, 20, New Oxford Street, London. The maker's name is also stamped on the spectacles, which are of considerable value.

AUDACIOUS THIEF.

A coolie, employed on building operations at the rear of Atrile Hotel, appeared on a charge of stealing \$28 the property of Miss Shelly, at the Kowloon Police Court this morning.

Defendant admitted reaching through the window of complainant's room and taking the money from a handbag.

A month's hard labour was im-

SOLDIER SWIMMERS' PREDICAMENT.

SHARE MARKET REVIEW.

A Quiet and Steady Opening.

TO-DAY'S FEATURES.

The official summary issued by the Stock Exchange to-day states:

The market opened quietly steady this morning. Cements were in strong demand, and the rates for Lands, Humphreys, China Lights, Electrics, and Ropes showed slight improvement.

Banks were again dealt in at \$2,035.

Unions returned to favour with buyers offering \$550, at which rate shares did not appear.

Underwriters had enquiries at \$5.95, but sellers were asking \$6.05.

Union Waterboats were in demand at advance of 25 cents, but there were no shares forthcoming at the rate—\$28 1/4.

Providents (old) were done at \$6.10, but at the close there were buyers at \$6.05. The new shares were also done at \$2.75, and subsequently buyers were bidding \$2.70.

Hotels (old) were disposed of at \$17.65 and \$17.70, with sellers inclined to accept \$17.80, but buyers remained quiet. The new shares were in demand at \$16.80 after sales at \$17.

Lands were the medium of exchange at \$91, and at the close there were buyers at this rate.

Humphreys (old) were a buying commodity at \$22.15, but shares were not obtainable at this rate. The new shares were active with buyers at \$21.65, which did not lead to business.

H.K. Realties had sellers willing to accept \$17.90, but buyers would not go beyond \$17.60.

In the cotton section yesterday's buying rates for all lines prevailed without any business being transacted.

Ferries were again in demand at \$93 without attracting shares.

China Lights were firmer with buyers at \$28.10, but shares did not change hands.

Telephones (part paid) were again wanted at \$33 1/2.

Cements were in strong request at the advanced quotation of \$20.80 but holders showed no desire to part with their shares.

H.K. Ropes were in further demand at \$21 1/2 but business did not result.

The remainder of the business does not call for comment.

VALUABLE GLASSES.

Owner Asked to Apply to Police.

GOLD-RIMMED.

MOTORISTS THIS IS YOUR PAGE

CURIOS DESIGNS.

Attest Genuine Ford Parts.

As important to Ford cars or truck owners as the hallmark of the silversmith on sterling plate are the curious little designs—squares, triangles, fish, silk hats, crowns, keys and myriad other signs—stamped into Ford parts. So small that they are seldom seen by the average owner, these signs not only attest the genuineness of the parts as well as the accuracy and precision of their manufacture but they also thwart the counterfeiter.

Every working day, in addition to the hundreds of thousands of marks affixed by inspectors to certify that the parts have measured exactly to specification, the name "Ford" in the universally familiar script goes into more than 3,000,000 car or truck parts.

No fewer than 3,480 standard, inspection and special stamps are constantly in use in Ford plants and an engraving department of more than a score of men, the largest independent establishment of its kind in the country, is employed in the making of the necessary dies which are produced at

the rate of from 700 to 800 a week. A few years ago such steel stamps required 3 hours and cost \$3.75 each to manufacture. To-day, as the result of processes developed by the Ford Motor Company, they are machined at the rate of 100 an hour and at a cost of approximately 15 cents each.

A master die of the Ford oval or any one of the many other designs is placed on a machine—there are only five such machines in the United States and as the operator traces the master die the machine cuts the same design on the head of a steel matrix. The machine may be adjusted to reduce the design 250 or more times if necessary and although in such cases the result may be read only through a powerful microscope it is proportionately perfect.

Parts of the Ford car and truck are subjected to the most minute and painstaking inspection. As in the course of manufacture a part passes him, an inspector, having tested it, certifies its perfection by stamping the part with his own die. Spring leaves are marked when the steel is being rolled at the mill; drop-forged or cold-headed steel parts are marked by a stencil cut into the dies while other parts such as the crankshaft, piston parts and the rear axle ring gear, because of the multiplicity of operations and the precision required in their manufacture, are stamped in separate operations.

NEW FEATURES.

Added to New Dodge Six.

New beauty as a complement to sixteen years of Dodge dependability is strikingly brought out in the new Dodge Six at amazingly low prices. A number of new and interesting features have been added which distinguish it among six-cylinder cars in its price group.

The Mono-Piece body which

Dodge cars have made famous is continued with added advantages in style treatment and construction which the engineers have incorporated as a result of further developments in steel stamping and flash welding. Windshields which open out are chromium-famed and double top-cowl ventilators insure comfort to occupants of the car in all seasons.

Every convenience possible has been included for the comfort of driver and passengers. Front seats are adjustable to fit the driver. Radiator shutters, which are standard equipment, are hand operated. Bodies are provided with arm rests, while the garnish

mouldings and instrument boards are ebony finish.

Fine upholstery fabrics have been selected, and beautiful colour combinations from which the purchaser will have ample opportunity to suit his most discriminating fancy.

The appearance of unusual lowness and length have been accomplished by increasing the wheelbase to 114 inches and by the development of the new, double centre-drop frame which has cut four inches from the overall height of the car, without decreasing in the least the head-room or the road clearance. In fact, the new Dodge Six bodies are roomier.

Improved performance in the new Dodge Six results from increasing the power and efficiency of the motor, the bore and stroke now being 3-1/4" x 4-1/4", the piston displacement increased to 211.5 cubic inches, and the brake horsepower to 67 at 3,200 r.p.m. The power plant as now designed is especially notable for the amount of power developed per cubic inch of piston displacement and per pound of engine and car weight. An exceptional degree of smoothness is achieved by the design of the heavy, rigidly supported, and perfectly balanced crank-shaft.

Hydraulic, internal-expanding, four-wheel brakes operating on 11-inch drums give the driver positive control at all times.

MOTORISTS' TALES.

Put Even Anglers to Shame!

Golfers are reticent and anglers truthful by comparison with the mendacious garrulity of a group of motorists talking about average speeds on the road! declared the Evening News Motor-ing Correspondent.

In certain circumstances the average speeds mentioned by drivers can actually be done; in practice they aren't, except very rarely. There are still a good many drivers who don't know the difference between an average speed and a cruising speed. Average speed is measured by the actual time it takes to do a particular journey. Cruising speed is merely the speed at which a car is driven when the road is straight and clear.

If you drive with a cruising speed of about 45 m.p.h. on a reasonably open road fairly straight and fairly free from traffic, you will cover 100 miles in just about three hours. Your average speed will be something rather less than 35 m.p.h., as a result of slowing down for traffic, corners, and turns.

Or Even More!

But you will find that you are overtaking everything, and it is exceedingly unlikely that anybody, even a solo motor-cyclist, will overtake you more often than once in every thousand miles you cover at this average speed.

Then what of the people who, according to their own statements, reckon 40 m.p.h. as a low average speed, and habitually average 45, 50, or even more m.p.h.? Read on and perhaps you will know what to think of them, remembering that the bulk of them claim to do these

speeds on the smallest, cheapest, and humblest of cars.

Here are a few short-distance records for which I can vouch, all done in rather special circumstances. The very highest average of which I definitely know was put up by a friend of mine who drove the 52 miles from Marble Arch to Stony Stratford, on the Coventry road, in one minute less than a hour. He did not do it on a Saturday afternoon in a baby car with four aboard.

He did it between four and five o'clock on a fine Sunday morning in the Summer, alone in a racing—not sports—car, with a maximum speed of over 90 m.p.h. on top and over 70 in third gear. His cruising speed during this run was between 75 and 80 m.p.h., once he was clear of the first few miles of London. The road is one of the fastest in Britain, and it was absolutely devoid of traffic.

The driver—he is an extremely good one—is proud of that run; but is prouder still of a run in a baby car, when he drove in the middle of the night from Godalming to Notting Hill Gate, 32 miles, in 50 minutes. He always says that this was the hardest bit of driving he ever did. Observe that his average was 38 m.p.h. for less than an hour, not 45 m.p.h. for three or four hours, as claimed by dozens of drivers every week.

The biggest distance I ever covered in one hour was 46 miles. That, too, was done late at night, in a car capable of nearly 80 m.p.h., and I cruised at a good 60 m.p.h.

Now I don't say that it is an impossibility to average more than 40 m.p.h. on a 200-mile run; I say only that it takes a lot of doing. It needs a fast car, considerable driving skill, the right road conditions, and no stops at all—or at most one five-minute stop for petrol and a sandwich.

To average 40 m.p.h. even for one hour 'on a busy road means, also, a pretty big slice of sheer bad manners. It means, to put it frankly, road-hogging—cutting-in, taking blind cross-roads with no hesitation and one yell from the horn, risking your own neck and that of a hundred innocent people.

Keeping up an average schedule of three hours for every 100 miles, on a long run, needs more skill and endurance than is generally realized. It means using your brakes and your gear-box, not decelerating comfortably, without braking, for corners, nor accelerating away on top gear, but driving almost as in a long-distance race, with constant applications of the brakes, firm, if not violent, and a change of gear whenever the speed falls below 30 m.p.h. Only thus can you get far enough ahead of schedule to allow for stopping for meals, and for safe driving in towns and at cross-roads.

It must be remembered, too, that as the average speed rises, every extra mile an hour becomes more difficult of attainment. It is easier to turn a 30-m.p.h. average into a 36-m.p.h. average than to add 2-m.p.h. to a 40-m.p.h. average. For, in every run of any length, there are certain stretches of road which reduce any car, however fast, to the same low cruising speed 20 m.p.h. or less. That is the "snag" in all these record-breaking runs you hear about.

Really high averages cannot possibly be put up by cars with a maximum cruising speed of 50-m.p.h. or less, however good their acceleration:

If there were less of this idle talk about 45-m.p.h. averages by cars with a maximum speed only 10 m.p.h. higher, the roads would be safer and pleasanter places, and the cause of truth better served.

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Floating Power—The motor of the new Chrysler Plymouth is suspended in a manner that completely absorbs the vibrations resulting from the power impulses of the motor. It gives that quality described as the "Smoothness of an Eight—the Economy of a Four" because the rugged, efficient, economical, four-cylinder motor has been so mounted as to provide

vibrationless performance—floating power.

Free Wheeling—In the lowest-priced field Plymouth alone gives you this marvelous development in smooth, easy driving with economy that saves 12 to 20 percent on fuel and oil and 20 to 40 percent in engine wear.

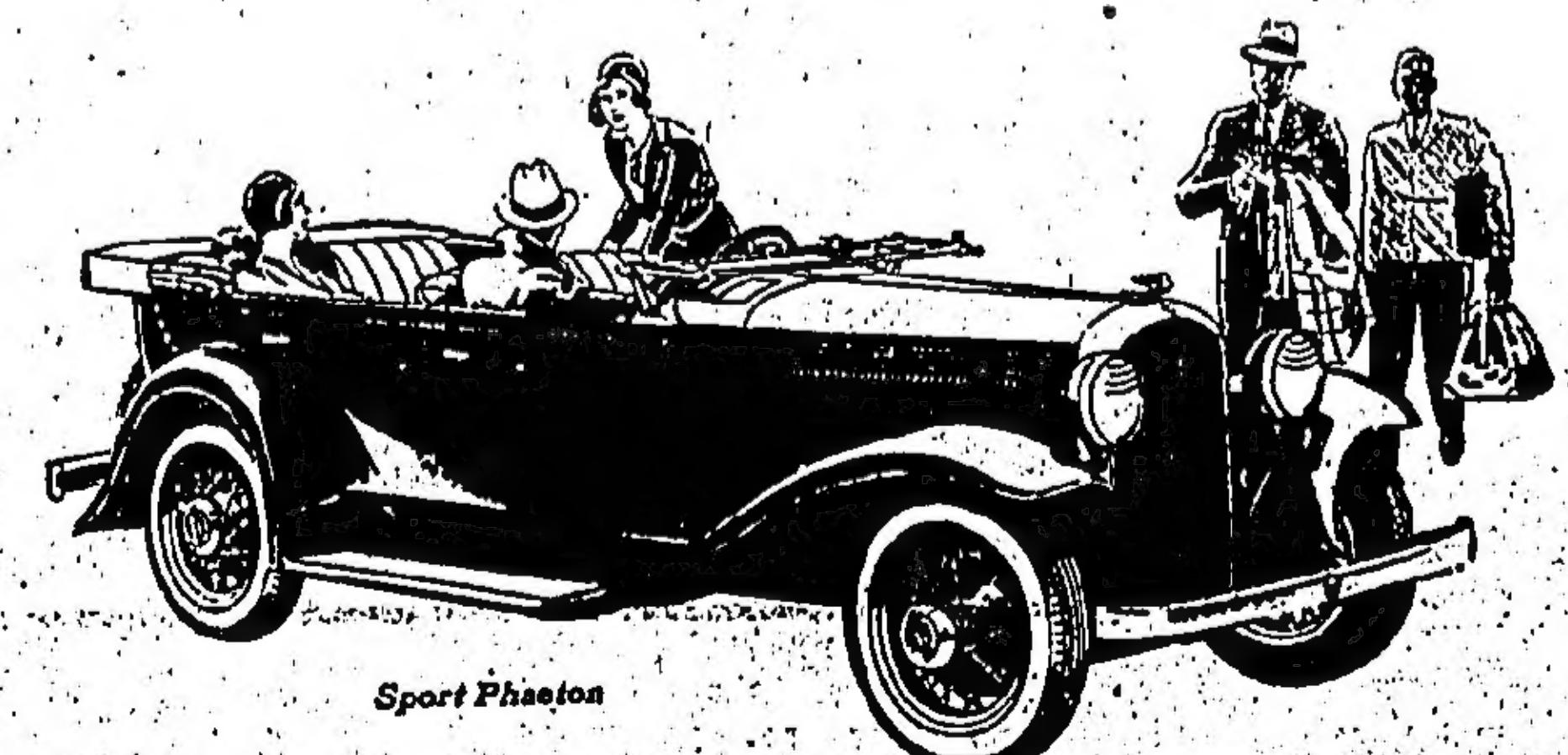
Easy-Shift Transmission—Plymouth

is equipped with a new constant mesh transmission that makes it possible to shift from second to high up to speeds of 35 to 45 miles per hour and back again without noise or gear clashing.

56 Horsepower—Plymouth is afforded a top speed of 65 miles per hour and more, as well as ample power for the deepest sand or the heaviest roads.

Safety—Plymouth provides the greatest safety factors known—four-wheel internal-expanding weatherproof hydraulic brakes and welded steel bodies, virtually one piece—permanently quiet and longest lived.

And to all of these—is added Plymouth's new double-drop frame—giving a lower, safer center of gravity, greater riding ease and finer style. Quality throughout the new Chrysler Plymouth is accented by the full-sized body, hydraulic shock absorbers and genuine excellence of every mechanical detail.



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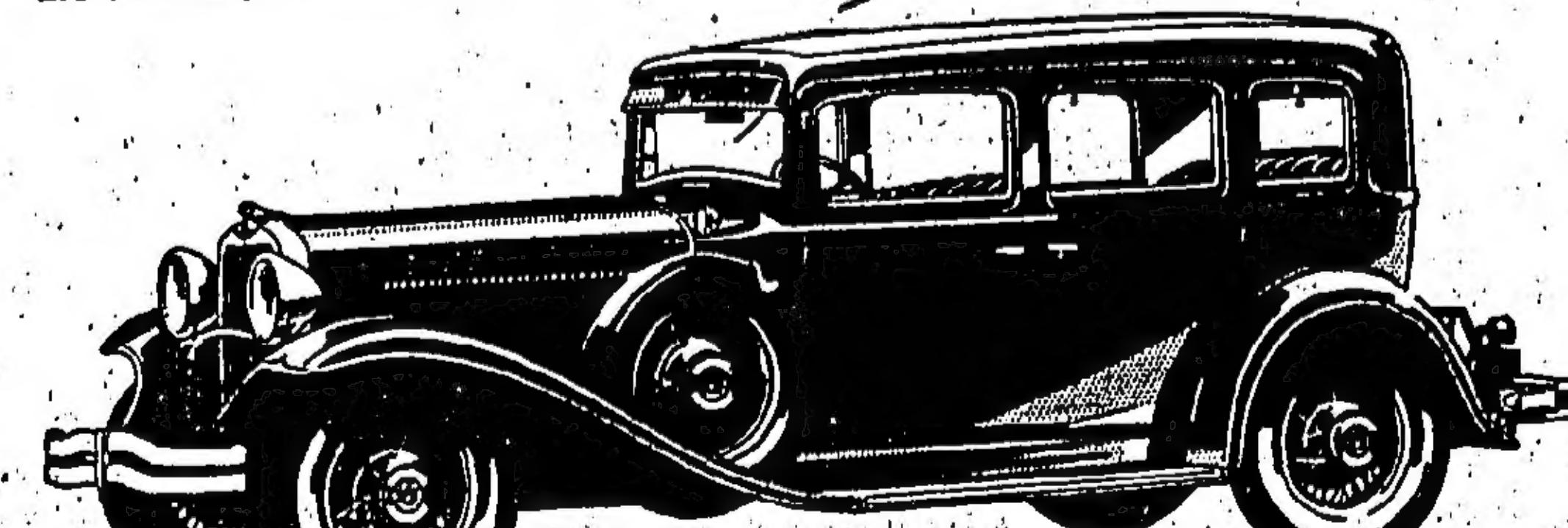
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PROBLEMS OF BACK-SEAT DRIVING

HOW DO MOTORISTS STAND.

Legal Contribution to Vexed Question.

In view of the interest taken locally in the recent case of back-seat responsibilities, the following comment by a Solicitor on important references in a recently published legal work may be found helpful.

Some time ago motoring circles were perturbed by a decision given by a Singapore Magistrate affecting the responsibility of the owner of a car, seated at the time in the back-seat of the car, for the acts of his chauffeur, who was at the time actually driving the car.

There followed a certain amount of correspondence in the Press with regard to the Magistrate's decision and some people thought one thing and other persons thought differently, and there the matter, for the time being, at all events, ended.

Since the decision and the consequent perturbation, there has arrived in the Colony a book written by Mr. Edward Terrell, a Barrister-at-Law of Gray's Inn and the Middle Temple, and of the Oxford Circuit.

Mr. Terrell has called his book, *The Law of Running-Down Cases*, and in the preface the author tells us that he anticipates that critical readers might possibly take exception to the use of the phrase "running down" in the title. He points out, however, that the phrase has been uttered by so many judicial lips as to have become the legal expression for an accident case. The book is very well written and includes a short survey of the necessary aspects of the Law of Contract—in the appendix is set out The Road Traffic Act of 1930 (with the author's annotations) and also The Highway Code, which is issued by the Minister of Transport with the authority of Parliament in pursuance of Section 45 of the Road Traffic Act, 1930. The latter docu-

ment makes interesting reading and is illustrated by Traffic Signals that every user of the road should know.

A Leading Decision.

Where Mr. Terrell helps us in our dilemma in Singapore, is, by his reference to a leading case, decided so far back as 1907 and which is still good Law and sound common sense. That case is not exactly similar to the case decided by the Singapore magistrate, (no two cases are exactly similar) but there are certain principles which are of universal application which were then considered. Before proceeding with an examination of the differences between the British Law and the Local Law, let us consider this case first.

The title of the case is Ducross v. Lambourne and for the information of anyone who might be interested (there are not likely to be many), the case is reported in the Law Reports, 1st Volume, King's Bench Series, and at page 40, briefly stated thus:—(1907) 1. K. B. 40 Front-Seat Driving.

In this particular case it so happens that it was not a question of Back-Seat but Front-Seat Driving: There was a gentleman, called Ducross and he owned a powerful Mercedes car and on a fine Summer's day he went out in that car and drove along the Coventry Road through the Parish of Sheldon. It was alleged that he was going at fifty miles an hour, and the Police said that was too fast and prosecuted him. He was convicted by the magistrate for unlawfully driving his powerful Mercedes car, at a

speed dangerous to the public. Now Mr. Ducross did not like this and so he appealed to Quarter Sessions, but he was not successful. A strange set of circumstances arose at the hearing at Quarter Sessions—there was a conflict of evidence as to whether the car was driven by Ducross or somebody else.

A Lady in the Case.

Four persons went for the ride on that Summer's day. They were Mr. Ducross, the owner of the car, Miss Victoria Godwin, Mr. Charles Sangster, and Fred Nicholls (Mr. Ducross's chauffeur).

The prosecution witness said that Ducross was driving but the witnesses for the defence said that Miss Victoria Godwin was driving. In any case, it was not questioned that Victoria had a licence and was an expert driver. It was also not in dispute that Ducross and Miss Godwin were both seated in the front seat.

Well, the result was that Quarter Sessions without deciding whether the appellant was himself driving the car dismissed the appeal and finding as facts that if the lady was driving she was doing so with the consent and approval of the appellant, who knew that the speed at which the car was travelling was dangerous, and that since Ducross was in control of the car, he ought to have prevented it.

With this decision, Ducross was not satisfied and he took the case a step further and appealed to the King's Bench Division, and three celebrated Judges tried the appeal and learned counsel appeared and argued the case.

The case was put up in proper form by the Warwickshire Quarter Sessions for the King's Bench Judges and the point of Law to be decided was whether the appellant was guilty of "aiding and abetting" the commission of an offence.

Avery K. C. argued on behalf of Ducross that since it was not found as a fact that the appellant was driving the car he must have been found guilty of "aiding and abetting" and he referred to the case of R. V. Coney, in which Mr. Justice Hawkins said "To constitute an aider and abettor some active steps must be taken by word, or action, with the intent to instigate a principal." Ducross, Avery argued, did nothing of that sort. On the other hand if Ducross was treated as a principal offender the Justice had no power, under statute, to convict him summarily.

McCardie (now Mr. Justice McCardie) replied to those arguments and said that by the provisions of the Aiders and Abettors Act 1861, the Justice had the power to convict either as a principal offender or as an aider and abettor.

He went further and said that in those offences called misdemeanours all the accused persons were principals and that there was no ground for the distinction between indictable misdemeanours and offences punishable on summary conviction.

The Appeal Judges' Decision.

And then the three learned judges gave their decision and they all agreed that Ducross's appeal should be dismissed and that the conviction should stand.

The three judges who decided the appeal were Lord Alverstone, Chief Justice, Sir Charles Darling (now Lord Darling) and Sir Edward Ridley.

Lord Alverstone said that two important points had to be considered, one of law and the other as to the proper conclusions to be drawn from the facts. He pointed out as this was not a felony it did not matter whether Ducross were a

principal or only an aider and abettor and he went further and stated that it was provided that an aider and abettor may be charged along with the principal offender and may be liable to the same punishment and he referred to cases which upheld his view. He went on to say that the case quoted by Mr. Avery (Reg. v. Coney) was a case

of spectators at a prize fight and could not be applied generally to other cases. He thought that there was evidence of aiding and abetting and that the Court of Quarter Sessions must have had that fact in mind and that the appeal must be dismissed.

Sir Edward Ridley said that he agreed with the Lord Chief Justice and had very little to add.

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speed dangerous to the public. Now Mr. Ducross did not like this and so he appealed to Quarter Sessions, but he was not successful. A strange set of circumstances arose at the hearing at Quarter Sessions—there was a conflict of evidence as to whether the car was driven by Ducross or somebody else.

A Lady in the Case.

Four persons went for the ride on that Summer's day. They were Mr. Ducross, the owner of the car, Miss Victoria Godwin, Mr. Charles Sangster, and Fred Nicholls (Mr. Ducross's chauffeur).

The prosecution witness said that Ducross was driving but the witnesses for the defence said that Miss Victoria Godwin was driving. In any case, it was not questioned that Victoria had a licence and was an expert driver. It was also not in dispute that Ducross and Miss Godwin were both seated in the front seat.

Well, the result was that Quarter Sessions without deciding whether the appellant was himself driving the car dismissed the appeal and finding as facts that if the lady was driving she was doing so with the consent and approval of the appellant, who knew that the speed at which the car was travelling was dangerous, and that since Ducross was in control of the car, he ought to have prevented it.

With this decision, Ducross was not satisfied and he took the case a step further and appealed to the King's Bench Division, and three celebrated Judges tried the appeal and learned counsel appeared and argued the case.

The case was put up in proper form by the Warwickshire Quarter Sessions for the King's Bench Judges and the point of Law to be decided was whether the appellant was guilty of "aiding and abetting" the commission of an offence.

Avery K. C. argued on behalf of Ducross that since it was not found as a fact that the appellant was driving the car he must have been found guilty of "aiding and abetting" and he referred to the case of R. V. Coney, in which Mr. Justice Hawkins said "To constitute an aider and abettor some active steps must be taken by word, or action, with the intent to instigate a principal." Ducross, Avery argued, did nothing of that sort. On the other hand if Ducross was treated as a principal offender the Justice had no power, under statute, to convict him summarily.

McCardie (now Mr. Justice McCardie) replied to those arguments and said that by the provisions of the Aiders and Abettors Act 1861, the Justice had the power to convict either as a principal offender or as an aider and abettor.

He went further and said that in those offences called misdemeanours all the accused persons were principals and that there was no ground for the distinction between indictable misdemeanours and offences punishable on summary conviction.

The Appeal Judges' Decision.

And then the three learned judges gave their decision and they all agreed that Ducross's appeal should be dismissed and that the conviction should stand.

The three judges who decided the appeal were Lord Alverstone, Chief Justice, Sir Charles Darling (now Lord Darling) and Sir Edward Ridley.

Lord Alverstone said that two important points had to be considered, one of law and the other as to the proper conclusions to be drawn from the facts. He pointed out as this was not a felony it did not matter whether Ducross were a

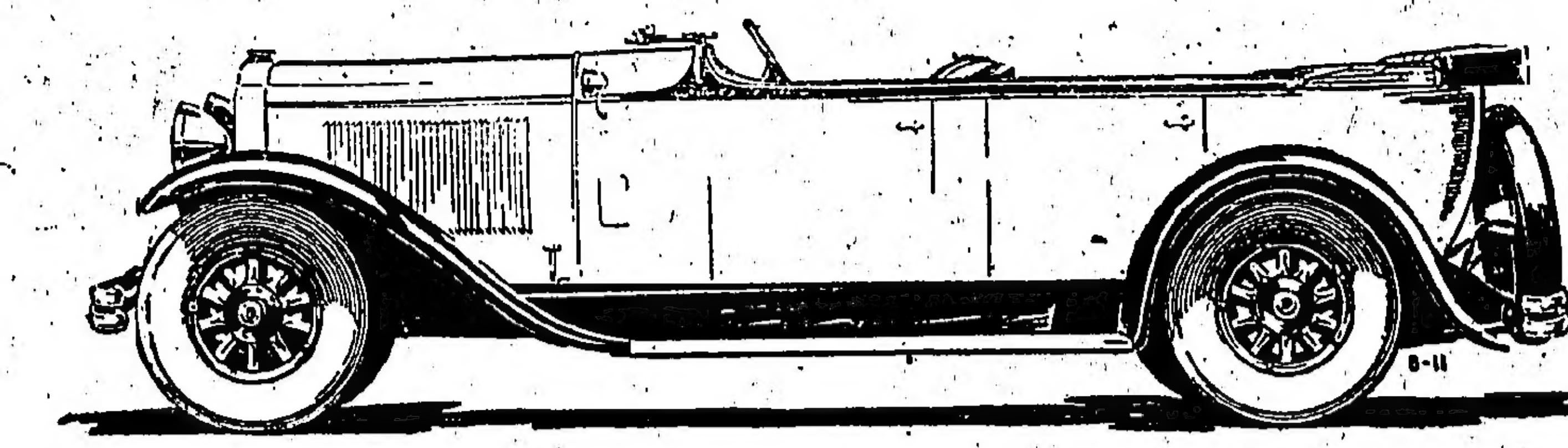
principal or only an aider and abettor and he went further and stated that it was provided that an aider and abettor may be charged along with the principal offender and may be liable to the same punishment and he referred to cases which upheld his view. He went on to say that the case quoted by Mr. Avery (Reg. v. Coney) was a case

of spectators at a prize fight and could not be applied generally to other cases. He thought that there was evidence of aiding and abetting and that the Court of Quarter Sessions must have had that fact in mind and that the appeal must be dismissed.

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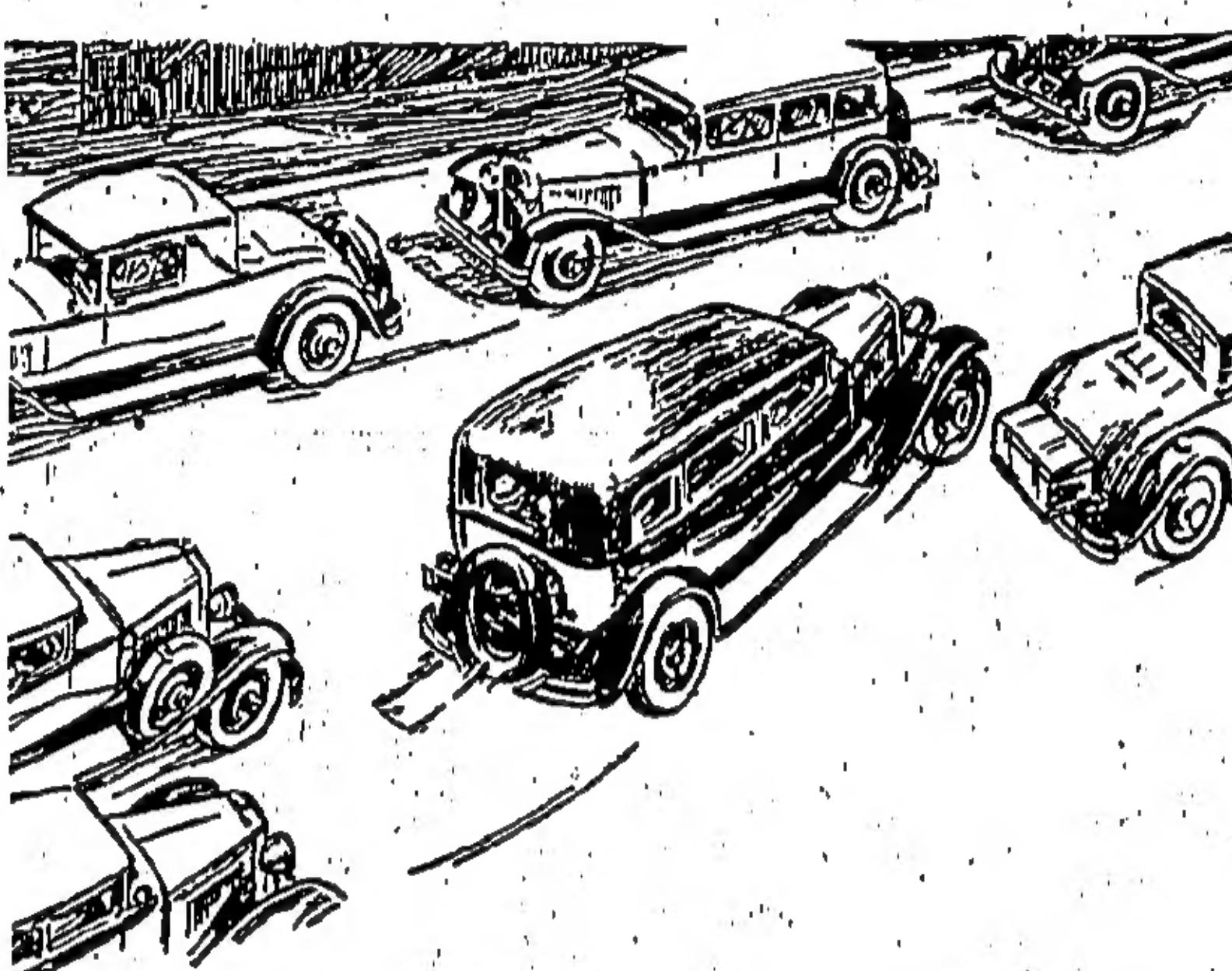
because an accessory before the fact is "one who being absent at the time of the crime committed, doth yet procure, counsel or command another to commit a crime."



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CUTTING DOWN DEAD WEIGHT.

whether the party was committed and is only recognised in felonies.

Principals are again sub-divided into principals in the first degree and principals in the second degree. The distinction is not now of much practical importance. The Local Law does not draw these distinctions.

Accessories are persons who are not the chief culprit not present at the performance, but are in some way or other concerned with the crime, either before or after it is committed.

There is also a sub-division in the case of accessories, namely accessories-before-the-fact and accessories-after-the-fact. The Local Code does not recognise any such distinctions but provides that the abettment of an offence is in itself an offence and is punishable by law.

The offence of abettment corresponds as nearly as possible with the British accessory-before-the-fact, but it makes allowance for mere passive concurrence—what is known in Britain as accessory-after-the-fact—and that is not sufficient to constitute the offence of abettment which may be inflicted.

Principals and Accessories.

The distinction between principals and accessories is based on

over rough roads without racking or distortion.

The floor and tailboard are panelled with duralumin chequer plates, and the outside paneling is formed from four sheets of aluminium. Between these and the pillars, strips of compressed felt are fitted to prevent drumming.

As goods to be carried are books and magazines, which are easily damaged, an interior free from projection has been provided, and this is lined throughout with plywood.

Access to the body can be gained by means of a sliding door opening into the driver's cab, immediately behind the nearside seat, which is of the tilting pattern. This door is particularly useful when deliveries of small parcels have to be made.

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CURRENT SPORTING GOSSIP

MIXED DOUBLES LEAGUE.

Chinese R.C. Beat the
Kowloon C.C.

U.S.R.C. VICTORY.

Playing in the Mixed Doubles
Lawn Tennis League yesterday,
the Kowloon Cricket Club lost to
the Chinese Recreation Club by 5
sets to 4.

Scores:—
E. C. Fincher and Miss O. Dalziel
(R.C.C.)—
lost to M. W. Lo and Miss
Enid Lo 1-6
drew with Ho Ka-lau and
Miss G. Lo 6-6
drew with Yew Man-kit and
Mrs. Chiu 6-6
E. F. Fincher and Mrs. McTavish
(K.C.C.)—
lost to M. W. Lo and Miss
Enid Lo 2-6
beat Ho Ka-lau and Miss G.
Lo 6-3
beat to Yew Man-kit and Mrs.
Chiu 4-6

A. E. Guest and Mrs. Kew
(K.C.C.)—
lost to M. W. Lo and Miss
Enid Lo 1-5
beat Ho Ka-lau and Miss G.
Lo 6-4

bent Yew Man-kit and Mrs.
Chiu 6-2

Ladies' R.C. Defeated.

The United Services Recreation
Club beat the Ladies' Recreation
Club by 6 sets to 3.

Scores:—
Mrs. Keary and Col. Robinson
(U.S.R.C.)—
lost to Miss Stafford-Smith
and H. J. Armstrong 3-6

lost to Captain and Mrs.
Etherington 3-6
beat Mrs. Kerrich and A. D.
Humphreys 6-0

Mrs. Lochner and Capt. Molir
(U.S.R.C.)—
lost to Miss Stafford-Smith
and H. J. Armstrong 2-6

beat Capt. and Mrs. Ethering-
ton 6-3
beat Mrs. Kerrich and A. D.
Humphreys 6-1

League Table to Date.

Sats. P. W. D. L. F. A. Pts.

Indian R.C. 5 0 0 0 32 1/2 0 10

Chinese R.C. 5 4 1 0 17 3 9

Third Lanark 4 4 0 1 10 3 8

Rangers 5 4 0 1 16 6 7

Kilmarnock 5 4 0 1 12 5 7

Aberdeen 4 3 1 0 14 7 6

Motherwell 5 3 1 1 14 6 5

Partick T. 5 3 0 2 8 6 5

Hearts 5 3 0 2 8 6 5

Falkirk 4 1 3 0 7 5 5

Aberdeen A. 5 2 1 0 14 11 10

Glasgow 5 2 0 2 12 5 10

Clyde 5 2 0 2 12 5 10

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Rangers 5 2 0 2 12 5 10

Kilmarnock 5 2 0 2 12 5 10

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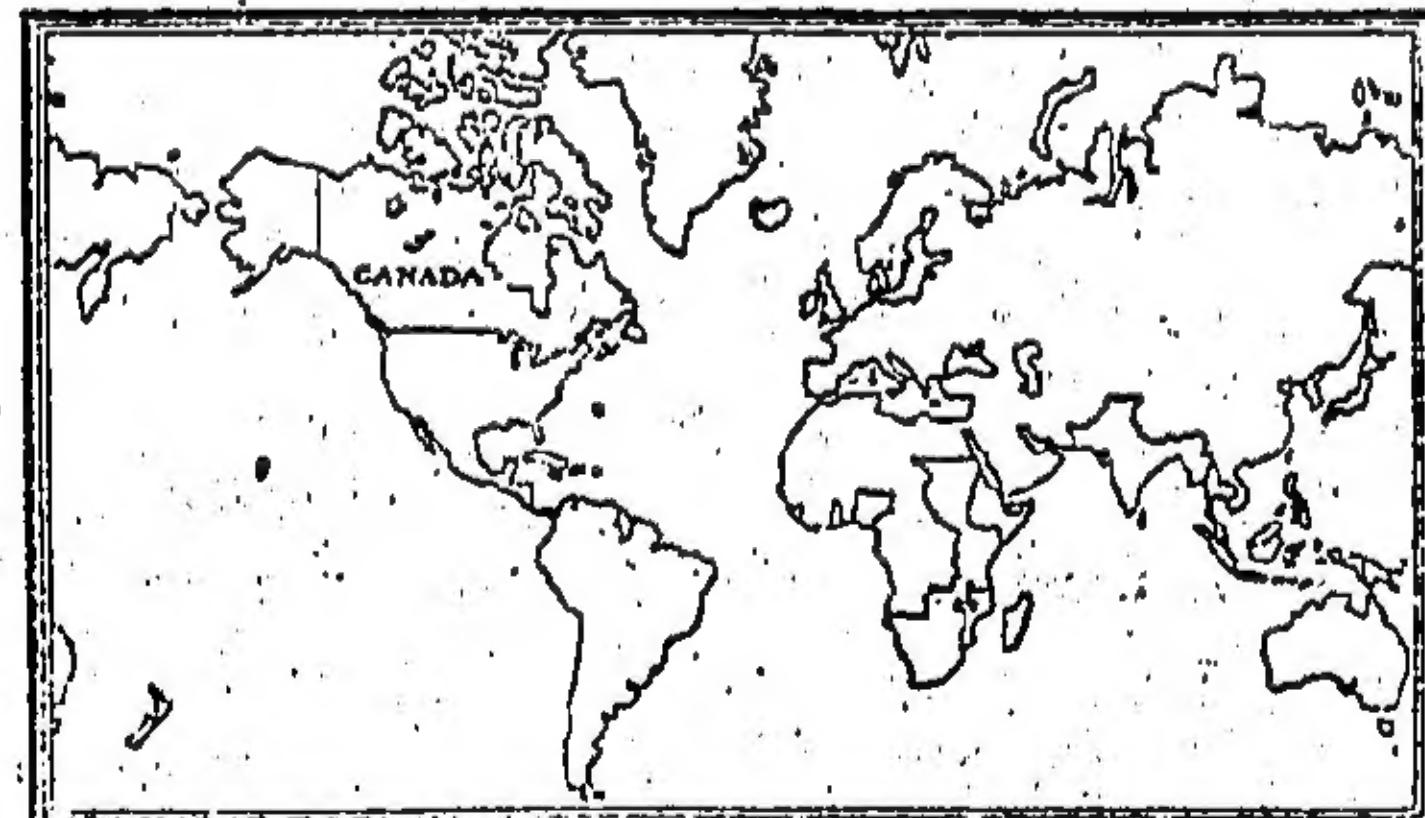
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CRICKET CAPTAIN NOT A FIGURE HEAD

STUDY OF CAPTAINCY

THE QUALITIES OF PERSONAL LEADERSHIP.

EXAMPLE TO THE TEAM

The following article which appeared in the columns of the Observer should prove of interest on the eve of the cricket season.

It is true that the spin of a coin no longer accords to a captain the responsible duty of pitching the wicket (and finding a suitable "brow for "honest Lumpy"), but it is still hard to exaggerate the importance of a captain to his side, and, indeed, to the whole club or community which it represents. He is at once its focus and its representative; from him his fellows will take their tone in keenness and good sportsmanship, and by him, and his considerateness visitors will largely judge the spirit of the place.

Fighting Commander.

For a captain is, in the first place, a host whose duty it is to see to the comfort and enjoyment of the visiting side. But he is also a leader in combat, and boshing his courtesy must lie the qualities of a fighting commander. Of these perhaps the most important is that which the most important is that no amount of taking-thought can acquire—personality, the magnetic something which makes a man a neutral focus for loyalty, effort, and confidence. The "Old Man," of course, had it in excess; so had "Monkey" Hornby and Sam Woods, amongst county captains, Stoddart. Mr. Warner, and Harry Trott in Test matches, whilst at the University, Mr. Leveson-Gower and, in their quiet way, Mr. Gregor MacGregor and Mr. E. L. Kidd illustrated the same gift. But gift it is, and we must leave it at that: temperament, however, a man may study and try to mould in himself, and, temperamentally a captain must try to attain a balance between enthusiasm and self-control.

Keenness Personified.

He must be as keen as mustard yet not excitable, alert and receptive in mind yet not at the mercy of each new idea. He must be prepared to take risks, but must yet preserve a balanced judgment, and in dealing with his men he must be strong, but sympathetic, generous with his praise and encouragement, but prepared, if occasion demands it, to say exactly what he thinks: mistakes, however disastrous, should never be denounced in public, for the sinner should be conscious enough of them himself, but slackness and bad temper should be dealt with at once and once and for all. A captain should not be too proud to consult the most experienced and sensible members of his side. Dick Lilley was valuable mentor to a succession of Test match captains, and even the aristocratic Mr. Armstrong was not above asking his opinion of that shrewd judge, Mr. Carter, but unsolicited advice will not be welcomed, for no Soviet can ever be a cricket team.

Building Up A Side.

A captain's work begins with the first day's practice of the season, for from the start he must be out to watch and appraise all possible material at his disposal. He must beware of taking last season's values for granted: a man's, and especially a boy's, form may differ widely from year to year, and the greater the number of old choices or obvious candidates available the more important is it for the captain to make it clear to all that they have got to earn their place. The problem is to strike the mean between keeping his men too long on tender hooks and making up a side too early. Obviously the sooner a side becomes a side the better: he can then arrive at a normal batting order and a normal disposition of the field and begin working out his various tactical schemes for attack and defence. For it is hardly too much to say that half a captain's work will be done off the field, taking over the endless and fascinating problems of the game with the most experienced judges available, reading some of the studies on "captaincy" which abound in the game's literature, and working out for himself

their application to the particular material which he can command.

Interesting Data.

Of these studies it must suffice here to mention four, those in the Badminton volume by Mr. Warner, in the Lonsdale book by Mr. Fender, in Mr. Noble's most original and vigorous book, "The Game's The Thing," and the chapter in "The Jubilee Book of Cricket."

Written as they are by four of the greatest captains that ever lived, they constitute a positive mine of information and suggestion, and if a captain will really study and digest them, returning to them with fresh experience of his own as often as he can throughout the season, he should, at least in the tactical handling of his side, prove almost out of recognition.

Attack and Defence.

Perhaps the most important of all tactical principals for a captain to grasp is the distinction between attack and defence in the field. In batting this is, of course, obvious enough: valuable though a fixed batting order is, there are obviously occasions when it must be modified; the well-known story of Hobbs's bat and Mr. Jardine's appearance in the third Test match of the last Australian tour provides a good example of modification for defence; a left-handed batsman, judiciously used, may be invaluable in this connection. In attack it is a captain's business to tell his batsmen when he wants them to work to a definite timetable, and here we may notice Mr. Fender's interesting suggestion that a batsman is less likely to be disturbed by being asked to score at the rate of 5 runs an hour than 100 runs an hour.

Placing the Field.

But the main scope for attack and defence lies in out-cricket, in the handling of bowlers and, above all, in the placing of the field; and in whatever other respects English cricket to-day may contrast unfavourably with what it was in, say, 1899, in this respect at least it may claim a most notable advance. Under the best captains to-day there is an ingenuity, a resource, an elasticity hardly dreamt of thirty years ago. First, then, as to bowling: a captain will always, of course, with due regard to the state of the wicket and the angle of the wind, begin with the two bowlers who can make best use of the new ball; so long as the balance of the game remains reasonably even, his subsequent changes will aim at never allowing the batsmen to get into a comfortable groove nor any one of his bowlers to be bowled to a standstill.

Handling of Bowlers.

To this end variety in attack is important though this is not an end in itself. Lockwood and Richardson, Blythe and Woolley, working in pairs, hardly engenders peace of mind for the batsman!

Fast bowlers will be used as storm troops, to be launched in periodic assaults; steady medium-paced bowlers will be used to hold the fort whilst the former are recuperating.

Slow spin-bowlers will be used whenever a stand threatens to be prolonged, and always put on against a hitter, or an obviously nervous batsman;

they have enhanced value in school matches.

All bowlers must be made to realize that it is criminal to bowl wide to a new batsman; he must be attacked at once and every effort made to dislodge him before he has settled down.

A captain must watch carefully the approach of the 200 and the new ball, so that the bowler or bowlers who need it most may be rested and fit to make most out of it; conversely, if a spin-bowler is in a run of success, he will probably dispense with the new ball altogether.

Generally speaking, fast bowlers' profit by the new ball, as it tends to bounce higher than an old one.

Normal Tactics.

Should the batting side threaten to get definitely on top, this open policy must be modified for one of

LAING TO CAPTAIN INTERPORT SIDE.

Fourteen Swimmers for Shanghai.

OFFICIAL SELECTION.

The team chosen to represent Hong Kong in the triangular Interport Swimming contest against Shanghai and Tientsin at Shanghai in September was officially announced yesterday. Under the management of D. Laing, the interports will sail by the President Cleveland on September 6, and will return on the President Hoover on September 21. The team will be comprised of the following:

D. Laing,
H. M. Remedios,
C. E. Roza-Pereira,
L. Roza-Pereira,
W. Lawrence,
S. H. Wong,
W. Foraita,
E. W. Rollion,
J. A. Victor,
T. L. Knight,
S. V. Gittins,
E. Zimmern,
J. R. Soares,
Ed. da Roza.

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CRAIGENGOWER BEAT TAIKOO R.C.

Overwhelming Win in Spey Royal Cup.

NOW IN SEMI-FINAL.

Playing at the Kowloon-Bowling Green Club yesterday, the Craigengower C.C. defeated the Taikoo R.C. in the Spey Royal Cup lawn bowls competition by 23-shots to 13.

A five at the third head placed Taikoo in the lead and they maintained the advantage to the eighth head. After this, however, Craigengower forged ahead to win decisively by 16 shots.

Craigengower now play the Club de Revere for right of entry into the final round.

Scores:—
Craigengower: Taikoo R.C.
G. L. Buchanan R. Wallace
R. Basa J. Polson
E. el Arculli J. Laing
U. M. Omar N. Drummond
(Skip) ... 28 (Skip) ... 13

WALKER TO FIGHT CARNERA.

Result of Recent Draw.

SHARKEY'S OPPONENT.

Berlin, August 21. Max Schmeling, world's heavyweight champion, expects to fight Mickey Walker in Miami next February, his manager announced to-day.

Walker, a former welterweight and middleweight champion, deserted his class for the heavyweight ranks last year and qualified as one of the real top-notchers when he fought Jack Sharkey to a 10-round draw recently.

Sharkey, Walker, and Primo Carnera just about comprise the list of eligibles for the privilege of challenging Schmeling. Sharkey is on Schmeling's blacklist. Carnera, who looks awfully good, is somewhat at a disadvantage because of his long association with third-raters and fourth-raters.

Walker definitely earned a high place by drawing with Sharkey, and probably represents America's choice for the next challenger to Schmeling.—United Press.

Overland China Mail.

A WHOLE WEEK'S NEWSPAPERS IN ONE.

The suspected presence of pirates aboard the British steamer *Hellikon* caused the despatch of H.M. destroyer *Stormcloud* to the scene. The *Hellikon* was overtaken at 140 miles from Hong Kong, and brought back under armed guard. The Police detained three people for further interrogation. The *OVERLAND CHINA MAIL* gives the details of the affair.

Further messages received from the Commander of H.M.S. *Sepoy*, engaged in searching for traces of the sunken steamer *Kwongsang*, lead to the belief that the ship made a dash to shelter in the lee of Fuyan Island, arriving there on Sunday evening, August 9. The storm increased during the night, and the ship was gone in the morning. Little wreckage has been found. It is certain that three Chinese survivors reached Foochow, whence they left for Shanghai. No confirmation is available of the report of the survival of any European. Full details are contained in the *OVERLAND CHINA MAIL*.

The *OVERLAND CHINA MAIL* also contains interesting official figures of imports and exports of the Colony for July, 1931, which show an increase over July, 1930.

A lengthy legal argument as to the rights of deportees in the Colony, and the powers of the Governor and Governor-in-Council to deal with them, aroused considerable public interest during the resumed hearings of an application by an Annamite, a confessed revolutionary, against a Deportation Order directing his return to Indo-China. The *OVERLAND CHINA MAIL* features full reports.

Details of the terrible floods on the Yangtze, which have already caused 10,000 deaths, made 50,000 homeless, and plunged the country around into famine and chaos, are also given in the *OVERLAND CHINA MAIL*.

Included in the *OVERLAND CHINA MAIL* is the outline of a scheme, backed by the Rotary Club, to provide "jungs" for Victoria in the shape of properly-equipped playgrounds; and also details as to the opening of the new trunk 'phone line between Hong Kong and Canton.

There is no phase of the life of the Colony or of China that does not receive attention in the *OVERLAND CHINA MAIL*—the weekly paper that **YOU MUST ORDER NOW**.

READY TO MORROW.

Mail via Suez closes at 10.30 a.m., August 29.

and via Siberia at 6 p.m., August 28.

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Keeps the skin fresh, cool and fragrant
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Prevents and cures "Hong Kong Foot."

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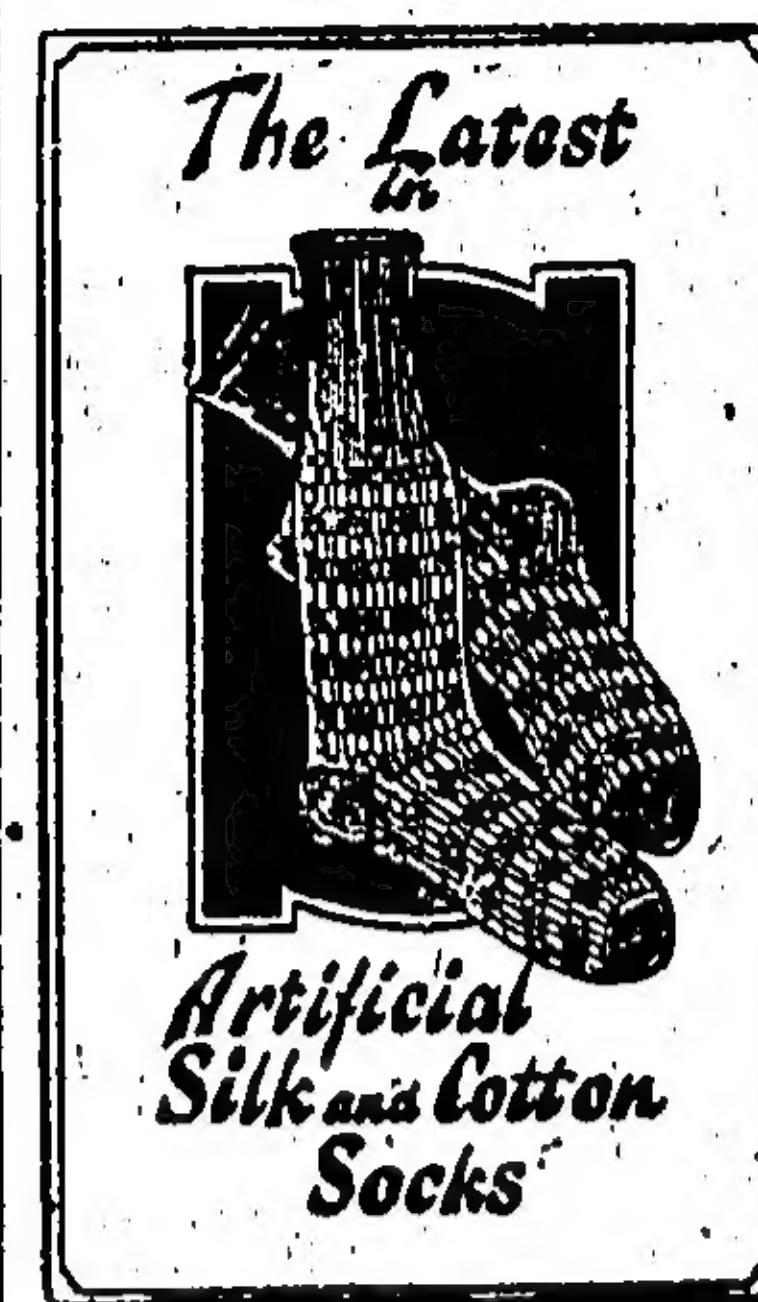
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WHITEAWAYS

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Artificial Silk and Cotton Mixtures in a large variety of neat designs. Colours of Grey, Fawns, Browns, etc, etc.

Sizes 9½ to 11 inches.

Lot No. 1 90 Cts. Pair.

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Lot No. 4 \$1.75 Pair.

BEST VALUE EVER OFFERED.

WHITEAWAY, LAIDLAW & CO., LTD.

The China Mail

Hong Kong, Thursday, Aug. 27, 1931.

Empire Wines.

A proposal to modify the Anglo - Portuguese Commercial Treaty in such a way as to restore to Empire wines the right to the use of such descriptions as "Australian Port" and "South African Port" applied to wines of Port category produced in the Dominions, has been made to the President of the Board of Trade.

At intervals during the past eight years, representations have been made in this matter, but now the greatly increased importance of the Empire Wine interests involved makes the need of regularising the matter more than ever urgent.

It is pointed out, that "Port" is not only a generic term but is of outstanding value and significance in Britain. The continuance of the embargo upon its fair and proper use by the Dominions in the manner indicated not only constitutes a denial of the place and importance which Empire wines, by their quality, should occupy and achieve, but it is a menace to the trade already acquired.

At the present time wines of inferior quality reach Britain in considerable quantities under the title "Port." These importations would appear to be the result of the monopoly in the title enjoyed by Portugal under the Treaty.

They appear to be an exploitation of an advantage and Empire wine producers are not only denied their otherwise legal right but it is questionable whether those who enjoy the monopoly are using it reasonably.

"Port," it is said, is one of the wine terms which has long since lost any strictly geographical significance it may have had. It is a description of a type of wine and, when prefixed by the words "Australian" or "South African" it clearly means that the wine is of a specific character and made in the country of origin stated.

The process of a place name gradually becoming a type description and losing its geographical significance is cited as being quite usual in commerce. A

British delegation, 19 in number, consists of Socialists Mr. MacDonald, Lord Sankey, Mr.

Mail Commentary.

India Round-Table Conference.

But for the National crisis at Home this Conference would have been engaging more and more attention as the date of its assembly approached. That date has not yet been announced and apparently not fixed. It is not likely however, that because of the crisis at Home it will not meet this year. It is far too important a Conference to let lapse so an announcement when it will assemble may be expected as soon after as possible. Mr. MacDonald has formed a National Government Cabinet.

The Constitution of this Conference was recently increased to 108, which is 19 more than its membership when it broke up last January.

Following is the detail of those who are expected to sit in conference:

The British delegation, 19 in number, consists of Socialists Mr. MacDonald, Lord Sankey, Mr.

Wedgwood Benn, Mr. A. Henderson, Mr. J. H. Thomas, Mr. Lees Smith, Sir William Jowitt, Mr. F. W. Pathick-Lawrence, and Lord Snell; Conservatives—Earl Peel, the Marquis of Zetland, Viscount Hailsham, Sir Samuel Hoare, and Major the Hon. Oliver Stanley; Liberals—The Marquess of Reading, the Marquess of Lothian, Sir Robert Hamilton, Mr. Isaac Foot, and Mr. G. Graham White.

It is possible, in view of Cabinet re-shuffling, there may be some alteration in Socialist representatives.

The Indian States delegation also 19 in number, consists of the Maharaja of Alwar, the Maharaja Gaekwar of Baroda, the Nawab of Bhopal, the Maharaja of Bikaner, the Maharaja of Dholpur, the Maharaja of Jammu and Kashmir, the Maharaja of Nawansagar, the Maharaja of Patiala, the Maharaja of Rewa, the Chief Sahib of Sangli, Raja of Korea, Raja of Sarila, Sir Prabhshankar Pattani, Sir Manubhai Mehta, Sardar Sahibzada Sultan Ahmed Khan, Nawab Sir Muhammad Akbar Hyderi, Sir Mirza M. Ismail, Diwan Bahadur T. Raghaviah, and Col. K. N. Haksar.

The British India delegation will be 70 in number. There were previously only 57.

The Federal Structure Committee has been increased from 21 to 36, and 7 additions have been made to the Minorities Sub-Committee, the new representatives being divided as follows:

Muslims	3
Hindus	2
Europeans	1
Women	1

There are now three women—two of them Hindus, and one a Muslim.

The representatives of British India invited to serve on the Minorities Sub-Committee are the Aga Khan, Sir Sayyid Ali Imam, Dr. Ambedkar, Mr. E. C. Benthal, Sir Hubert Carr, Mr. Chintamani, the Nawab of Chitrali, Dr. S. K. Datta, Mr. Fazl-ul-Haq.

Mr. Ghuznavi, Lt.-Col. Sir H. Gladney, Khan Bahadur Hafiz Hayatullah Hussain, Sir Muhammad Iqbal, Mr. Jooshi, Pandit M. M. Malaviya, Sir P. C. Mitter, Dr. Moonie, and Mahatma Gandhi.

Mrs. Naidoo, Raja Narendra Nath, Rao Bahadur Punnis Selvam, Sir A. P. Patro, Mr. Ramachandra Rao, Mr. Shiva Rao, Sir Sultan Ahmed, Sir M. Shan, Maulvi M. S. Daoodi.

Sardar Sampuran Singh, Mr. Sastry, Sir C. Setalvad, Sir Phiroze Sethna, Dr. Shafti Admad Khan, Begum Shah Nawaz, Maulana Shaikat Ali, Rao Bahadur Srinivasan, Mrs. Subbarayan, Sardar Ujjal Singh, and Mr. Zafrullah Khan.

* * *

Trade Restored by Woman's Whim.

An inch or two off or on women's dress, as fashion ordains, means, we have been assured before, all the difference between prosperity and hard times to Lancashire. The fur and skins' trades are similarly advanced or retarded, and egrets and ospreys are either ruthlessly snared and shot down, or left to live their lives.

All as fashion dictates.

A London newspaper tells us now that business men in that City are doing good business and, in their view, business is likely to get better. This news is in the nature of a delightfully pleasing oasis in a desert of depression and bad and hard times. And it is all due to the fact that Madame All is fashion dictates.

Empire wine producers have made out a strong case for the removal of an anomaly, and it will be interesting to hear how the Board of Trade reacts to it and what they will do to have so legitimate a grievance remedied.

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LEGACIES FOR HOSPITAL.

East India Merchant's Estate.

WINDFALL FOR ABERDEEN.

Mr. William Sutten, retired East India merchant, who died at his residence, Woodlands, Cults, Aberdeenshire, on December 4 last, left local estate valued at £145,400. Personal estate in England and Scotland was valued at £64,882.

Charitable bequests in the will were as follows:—

To the Royal Research Institute, £10,000; the Salvation Army, £10,000; Dr. Barnado's Homes, £2,500; the Royal Aberdeen Hospital, £2,500; Morningfield Hospital for Incurables, £500; Aberdeen Lads' Club, £500; St. Katherine's Club for Girls, £500; Asylum for the Blind, Aberdeen, £500; St. Dunstan's, £500.

Also a legacy of £2,500, in seven yearly instalments, to the Maternity and Children's Welfare Branch of the new General Hospital, Aberdeen.

Grant has been made to Mr. G. N. Tinson, lawful attorney for the executors, of sealing of Testament-testamentary of the Trust Disposition and Settlement.

Ex-Hong Kong Man's Will.

Mr. Francis Robert John Adams, civil engineer, formerly of Hong Kong, left local estate valued at \$168,700. Mr. Adams died at his residence, Rayfield Ray Park Avenue, Maidenhead. The gross value of the estate in Britain is £29,217.

The will provides for disposition of the estate amongst testator's family. Certified copy of probate of the will has been granted to Mr. G. N. Tinson, lawful attorney for the executors, Daisy Constance Adams and Ernest Marshall Wood.

MIDNIGHT ROBBERY

Shanghai Street Residents Ordeal.

A GOOD HAUL.

At about midnight last night, three robbers, armed with a revolver, a knife and a file, broke into a florist at 673, Shanghai Street, which is occupied by Chan Wo-kam, a married woman, and her maid.

The woman heard a knock at her door, and on asking who was there, a reply came that they had come to collect nightsoil. The door was opened, and a man entered, closely followed by two others. The inmates were soon overpowered, tied up, gagged, and forced into a cubicle on the floor.

The robbers ransacked the house, and made good their escape with a haul of money and jewellery to the total value of \$447.

STORE ENTERPRISE.

One Day's Free Purchase at Sincere's.

The Sincere Co., Ltd., are making an unprecedented offer in the history of local merchandising. Started yesterday the Company are having a fourteen days' sale. Bargains are heaped on the counters of every department and also displayed at the special bargain department at the Roof Garden. At the conclusion of the sale one of the bargain days will be designated by disinterested parties as the free purchase day, and all customers holding their cash sale memos bearing the stamp of that day will be refunded 10 per cent of the value of their purchases with the Company's credit coupons.

Besides the free purchase offer, there are many new features in this store's sales attractions. In one of the main windows are displayed dollar values, a scheme which is so popular in European and American stores but not so common with Chinese merchants. Loudspeakers are installed on every floor through which sale news and music are promulgated. Among the bargains offered are, according to information received from this store, 10,000 bottles of Pandora lotions at \$1.55, 500 K.E.R. White enamelled basins 88cm. at \$1.35, 500 bottles John Exshaw brandy and 150 bottles Sandy Mac. whisky at \$5; Chinese silk cameras, bath-suits, Peking parchment lamp-shades, stationery and other things too numerous to enumerate here.

ROUND THE LOCAL CINEMAS.

Reviews from Official Sources.

"TARNISHED LADY."

"Tarnished Lady," now showing at the King's Theatre, you meet a new and shining screen personality who is already a sensation. She is Tallulah Bankhead, the American girl who invaded England with charm and captivated the whole British nation from the stage. Co-starred with Clive Brook, the suave English leading man, Miss Bankhead's beauty, vivacity and talent show to excellent advantage in the dramatic story written for her by Donald Ogden Stewart. Stewart, who has been climbing rapidly to front rank among the new American dramatists, has in "Tarnished Lady," written a moving picture story which scintillates with smartness and brilliancy.

It is the story of a girl who chooses to marry for money rather than meet poverty, by yielding to the dictates of her heart. She discovers the bitterness of a loveless marriage, and, too late, tries to retrieve the glories of her lost love. Disillusioned, she turns and marries a love greater than the one she lost.

Miss Bankhead's beauty is set off by a gorgeous array of lovely clothes, rich settings and an atmosphere of light, but intense, dramatic sincerity. Her sparkling wit is equal to the subtlety of Stewart's writing. A special cast of talented players support the twin stars of "Tarnished Lady." This picture was directed by George Cukor, the man who made "Royal Family of Broadway."

"WAY FOR A SAILOR."

Oilskin boots and sox-westers formed the most important part of the wardrobe for the seagoing location trips of "Way for a Sailor," showing to-day at the Queen's Theatre with John Gilbert starring and Wallace Beery in a featured role.

The players and crew made their base at San Pedro Harbour where they remained until the weather man informed them to the effect that a stiff gale was blowing to sea. Then they would shove off in a chartered freighter for the storm zone where unusually exciting scenes were filmed.

Sam Wood directed a cast which includes Leila Hyams, Jim Tully, Polly Moran and Doris Lloyd.

"HONOUR AMONG LOVERS."

Out of a total of 64 men and women used as "college-types" for a sequence in Paramount's new modern talking picture drama, "Honour Among Lovers," it was disclosed that 26 actually owned degrees or had attended various universities of the higher order.

Of the principals in the cast, Fredric March is a University of Wisconsin man, Monroe Owsley attended Loomis in Connecticut. Claudette Colbert was educated in France, and Ginger Rogers was schooled in Texas. Charles Ruggles once took a course in a prep-school, but that didn't last long. His penchant for the stage got the better of him.

"Honour Among Lovers," directed by Dorothy Arzner, the foremost woman director of to-day, from an Austin Parker story, opened yesterday at the Central Theatre. It is a modern love drama, dealing with a pretty brokerage secretary who spurns tempting offers from her handsome young employer, marries the man of her choice, and in a tremendous climax, discovers that she has been blind to the character weakness of the preferred man.

"CHARLIE CHAN CARRIES ON."

While there are many contestants for the title of the best ingenue, or the best leading man, or the best comedian on the screen, when it comes to selecting the best portrayer of Oriental roles, there is no choice. Warner Oland, who portrays the title role in "Charlie Chan Carries On," Fox mystery drama, scheduled to open next Sunday at the King's Theatre, wins that distinction without an argument.

Born in Umea, Sweden, Oland went to America when a mere youngster and attended school in Boston, graduating from high school there, and then receiving his first theatrical training at Dr. Curry's Dramatic School. During the next 20 years he remained before the footlights specialising in

Shakespearian and Ibsen roles, and toured extensively in America as well as in Sweden, subsequently making several round-the-world trips with various travelling companies. Oland's first screen roles were in four Theda Bara pictures for Fox films in 1917. Subsequently he played in a number of Pathé series, but his first role of importance was that of Charlie Yong in "East Is West" with Norma Talmadge in 1922. Other picture parts followed, including one in the first talkie, "The Jazz Singer," and later villainous Chinese roles in "Old San Francisco," "China Town Nights," "Wheel of Chance," "The Mysterious Dr. Fu Manchu" and "The Return of Dr. Fu Manchu." In every screen role, however, no one thought of casting him as anything but a villain of the deepest dye.

A few months ago, Fox was searching everywhere for an actor to play the title in "Charlie Chan Carries On," based on Earl Derr Biggers' well-known mystery story. More than 20 eminent actors were tested for the role, but none proved suitable until Oland's test was screened. That's the man said Director, Hamilton Fadden. The studio officers agreed, and Oland was signed to enact the first sympathetic Oriental role of his career. Marguerite Churchill, John Garick, Warren Hymer, Marjorie White, C. Henry Gordon and Lumaden Hare are in the cast of this unusually enter-taining film.

"FREE LOVE."

If you had a wife who spent your money as fast as you could make it; who paid no attention to the manner in which your home was run; who thought only of parties—

If she deserted you, taking your children with her and if you were in love with her enough to go to her and beg her to return to your home—

And then, she agreed to return provided that she might have her own quarters and come and go as she pleased—

And if she had an affair with your best friend—

Well—what would you do?

This is the situation in which Steve Ferrer, played by Conrad Nagel, is placed in "Free Love," a Universal all-talking drama, which comes to the Central Theatre on Sunday.

What Steve does to his wife, Genevieve Tobin, is a surprise, to her at least, and it will be a surprise to you, one which you will not want to miss.

Here is a story which will appeal to every man and wife in the Colony. A story of a young couple, madly in love with each other until the time when the wife decides to "go modern" and then it is just one big battle until the husband goes caving.

This is the picture every married couple, every man and woman contemplating marriage, and every unmarried man and woman should see—it is a modern story of modern people, travelling at high speed—"Free Love."

"STEPPING OUT."

Can she dive? And how!

Leila Hyams proves her prowess not only as an actress but in aquatic sports in her latest screen role. She and the long-legged Charlotte Greenwood do plain and fancy diving in the Caliente swimming pool scenes of "Stepping Out," Metro-Goldwyn-Mayer's comedy-romance of Hollywood and Caliente, which will open on Sunday at the Queen's Theatre.

The picture is based on the stage play by Elmer Harris and depicts the ludicrous attempts of two "butter and egg" men to go into the motion picture business in his way.

Reginald Denny, Lilian Bond, directed.

QUEEN'S THEATRE ATTRACTION.



JOHN GILBERT & LEILA HYAMS who are the leading players in Metro-Goldwyn-Mayer's latest talkie "Way For A Sailor" which is playing as the feature attraction at the Queen's Theatre from to-day to Saturday. Gilbert and Miss Hyams played in "Gentlemen's Fate" recently screened here.

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station B.Z.B.W. on a wavelength of 355 metres:

6-8 p.m.—European Programme of Victor Records.

6-6.42 p.m.—A Concert.

Orchestral—Invitation to the Waltz (Weber).

Philadelphia Symphony Orch. (6543).

Song—Lo! Here the Gentle Lark (Shakespeare-Bishop).

Solveig's Song (from "Peer Gynt"—Grieg).

Madame Amelita Galli-Curci, Soprano (6924).

Duet for Two Pianos—Impromptu (Beethoven) (Edward Schmitt).

Valse (Arensky).

Harald Bauer and Ossip Gabrilowitsch (3162).

Song—Ave Maria (Masogni).

Largo (from "Xerxes") (Handel).

Tito Schipa, Tenor (6753).

Violin Solo—Deep in My Heart, Dear (Donnelly-Romberg).

Indian Love Call (Horchbach-Hannstein-Frml).

Fritz Kreisler (1151).

6.42-7 p.m.—Organ Solos.

Dreaming the Waltz Away.

Lay My Head Beneath a Rose, Jessie Crawford (20363).

Out of the Dawn, Jessie Crawford (20360).

In a Little Spanish Town, Jessie Crawford (20458).

7.05-7.30 p.m.—Hawaiian Music.

My Honolulu Dream Girl, Hilo Hawaiian Orchestra (19836).

Beautiful Hawaii, Frank Ferera and Anthony Franchini (Hawaiian Guitars).

Hawaiian Twilight, Hawaiian Trio (18689).

Honolulu Sweethearts of Mine, Along Miami Shore, Hilo Hawaiian Orchestra (21858).

7.30-8 p.m.—Pianoforte Solos.

Chant d'Amour (Song of Love) (Stojowski).

Reflections on the Water (Debussy).

Ignace Jan Paderewski (6633).

La Campanella (Paganini-Liszt).

Nocturne in F Sharp Major (Chopin).

Ignace Jan Paderewski (6825).

Valse Capriccio (Mephisto).

Valse Brillante (Czerny).

Ignace Jan Paderewski (6677).

8 p.m.—Local Time & Weather Report.

8.03-10.30 p.m.—Chinese Studio Concert.

10.33 p.m.—Close Down.

ALLEGED BRIBERY.

Complicated Indian Dispute.

\$100 FINE REMITTED.

A complicated case regarding a motor-cycle came up for the second time before Mr. Justice Lindsell in the Summary Court yesterday afternoon, when an application was made by Mr. F. C. E. Randall, on behalf of Katar Singh, for the remission of a fine of \$100, imposed for perjury at the previous hearing.

Bissen Singh, described as leader of the local Sikh community, was recalled to give evidence as to the transaction between Katar Singh and Mohinder Singh. He said he had been told that Bendar Singh, a police constable at that time, intended to make a present of a motor bicycle to Mohinder Singh, an Indian A.S.P. of the Hong Kong Police force. Witness said that he understood that Bendar Singh had been promised promotion if he made the gift.

His Lordship remarked that a good deal of dirty linen was being

(Continued in next Column.)

Cliff Edwards, Merna Kennedy, Harry Stubbs, Richard Tucker, Kane Richmond and Wilson Seelye are in the cast. Charles Reisner directed.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL.

Entertainments.

To-day—King's Theatre;

"Tarnished Lady."

To-day—Quebec Theatre;

"Way for a Sailor."

To-day—Central Theatre;

"Honour Among Lovers."

To-day—Majestic Theatre;

"Lightning."

To-day—Star Theatre;

"Married in Hollywood."

Lammert's Auctions.

To-morrow—at Sales Room,

Postage Stamps, 5.15 p.m.

Meetings.

August 31—Douglas Steamship Co., Ltd., P. & O. Building, 11 a.m.

August 31—Hong Kong Develop-

ment Building and Savings Society,


LLOYD TRIESTINO

FORTNIGHTLY PASSENGER AND FREIGHT SERVICE FOR
BRINDISI, VENICE & TRIESTE

via Singapore, Colombo, Bombay, Aden, Suez & Port Said
Taking cargo on through Bills of Lading
to Flume, Genoa, All Italian, Adriatic, Levant,
Black Sea and Danube Ports

Passengers to LONDON (Overland).

NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Italy	
M.V. HILDA (cargo boat)	Aug. 30	—	
S.S. GANGE (passengerboat)	Sept. 9	—	
M.V. COL DI LANA (cargo boat)	Sept. 27	—	
S.S. MONCALIERI (cargo boat)	Oct. 25	—	
*S.S. CRACOVIA (passengerboat)	Sept. 22	Oct. 4	

*Outward voyage to Shanghai only.
Attention is called to the s.s. Gange which will make the voyage Hong Kong-Italy in 24 days thus allowing London passengers to reach destination in 28 days.

For Freight and Passages apply to:
DODWELL & CO., LTD.
Queen's Building, Tel. 24021 Agents



WATER LEVELS.

Details for West, North and East Rivers.

The following table, issued by the Kwangtung River Conservancy Commission, shows in feet the water levels on the West River, North River and East River on the dates named:

	Aug. 24	Aug. 25
West River at Shihching	23.1	23.8
North River at Samshui	12.2	12.2
East River at Tsingyuen	10.9	9.8

The highest levels recorded are:—Shihching, 41 feet; Tsingyuen, 29.2 feet; Samshui, 27.8 feet; Sheklung, 11.5 feet.

The lowest levels on record are minus 5 feet at Samshui and minus 2.7 feet at Sheklung.

WARSHIPS IN PORT.

The following British warships were in harbour to-day:—

Cleant—In dock.
Odin—North wall.
Oswald—North wall.
Otus—East wall.
Seraph—North arm.
Stormcloud—North arm.
Tamar—Basin.

Foreign.

Holland-American gunboat.

CONSIGNEES' NOTICES.

Consignees of cargo ex C. O. D. I. L. are reminded to take delivery of their goods which will subject to rent after August 28.

Consignees of cargo ex s.s. Bendoran are reminded to take delivery of their goods which will subject to rent after August 31.

STEAMER MOVEMENTS.

The P. & Q. s.s. Karmala left Shanghai for this port on August 26 at 7.30 a.m., and is due here on August 28 about 7 p.m.

HONG KONG TIDES.

The time used is Standard, or mean time of the meridian of 120 deg. E.; 00h. is midnight, 12h. is noon. The heights are referred to the datum of the largest scale Admiralty chart of the place and should be added to the depths given on the chart unless preceded by an asterisk (*), when they should be subtracted from the depths.

AUGUST 27 to SEPTEMBER 2, 1931.

DATE	HIGH WATER		LOW WATER	
	Standard Times	Ht.	Standard Times	Ht.
Thurs. 7	11.35	7.5	01.04	3.7
Fri. 8	11.31	5.7	01.40	1.0
Sat. 9	09.15	7.4	02.36	3.4
Sun. 10	09.43	7.2	03.15	3.2
Mon. 11	23.15	5.2	16.20	1.4
Tues. 12	10.22	7.0	03.53	3.0
Wed. 13	23.37	5.3	16.53	1.7
Thurs. 14	10.53	6.6	04.30	3.8
Fri. 15	23.57	7.0	17.15	1.9
Sat. 16	11.23	6.9	03.10	2.7
Sun. 17	09.11	5.3	01.52	2.7
Mon. 18	11.16	6.7	07.43	2.6

ARRIVALS OF SHIPS.

Tuesday, August 25.
Kanagawa Maru, Japanese str., 3,609 tons, Capt. A. Ito, from Singapore, buoy No. A6—N.Y.K.

Nankin, British str., 4,348 tons, Capt. Jickell, from Singapore, Kowloon Wharf.—M. M. & Co.

Sodegaura Maru, Japanese str., 830 tons, Capt. K. Yamamoto, from Keelung, buoy No. C8.—Y. Sato & Co.

Wednesday, August 26.
Canton Maru, Japanese str., 1,647 tons, Capt. Y. Iwasaki, from Swatow, O.S.K. Wharf.—O.S.K.

Chung Hwah, Chinese str., 8,871 tons, Capt. S. Nakano, from Tsingtao, buoy No. A8—Shun, Tai Hong.

Cremer, Dutch str., 2,784 tons, Captain G. J. Harmsen, from Swatow, buoy No. A15—B. & S.

Deli Maru, Japanese str., 1,293 tons, Capt. K. Sanada, from Canton, O.S.K. Pier.—O.S.K.

Takada, British str., 4,223 tons, Capt. H. Hitchcock, from Singapore, Kowloon Wharf.—M. M. & Co.

Tean, British str., 1,251 tons, Capt. J. Pringle, from Amoy, buoy No. B15—B. & S.

Talyuan, British str., 2,100 tons, Capt. R. Robertson, from Canton, buoy No. B20—B. & S.

Takada, British str., 16,810 tons, Capt. Hosken, from Manila, Kowloon Wharf.—M. M. & Co.

Tai Ping, Norwegian str., 1,445 tons, Capt. Olaf. S. Olsen, from

POST OFFICE NOTICE.

POSTAL RATES.

Letters:—

Local—3 cts. per oz.

China and Macao—4 cts. per oz.

British Empire (except via Siberia)—12 cts. per oz.

Foreign Countries and British Empire via Siberia—20 cts. first oz. and 10 cts. each succeeding oz.

Postcards:—

Local, China and Macao—2 cts. each.

All other places—8 cts. each.

The Registration fee is in each case 20 cents.

Mails expected to-day from the North have been delayed by a recent typhoon and are expected to arrive at least 24 hours late.

INWARD MAIRS.

THURSDAY, AUGUST 27.

Europe via Suez (Letters and Papers, London, July 30 and Parcels, July 23) ... Kalyan.

FRIDAY, AUGUST 28.

Shanghai and Europe via Siberia (London, Aug. 8) Nagato Maru, Japan Tjililong, Java Tjipanias.

OUTWARD MAIRS.

THURSDAY, AUGUST 27.

Samsui and Wuchow Kochow 4 p.m.

Amoy Takada 5 p.m.

Holhow, Pakhol and Haiphong Solviken 5 p.m.

Shanghai, Japan, Canada, U.S.A., C. & S. America & Europe via Vancouver, B.C.

Empress of Russia (Due Vancouver, B.C., Sept. 14 and *Europe via Siberia.)

Parcels Aug. 27, 5 p.m.

Registration Aug. 28, 9.15 a.m.

Letters 10 a.m.

FRIDAY, AUGUST 28.

Tjililong 8.30 a.m.

King Yuan 10.30 a.m.

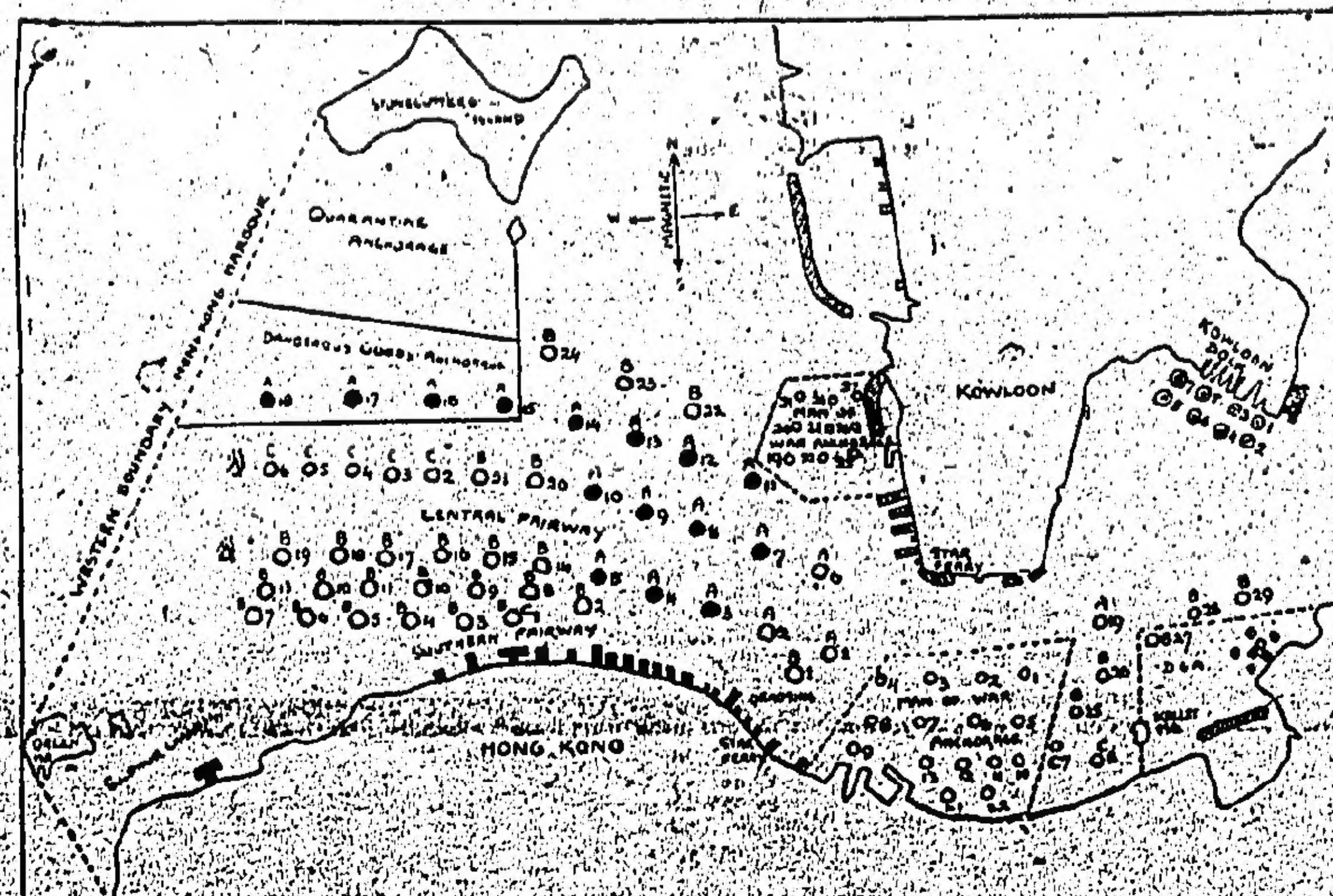
Hai Yang 1 p.m.

Chichibu, Maru 2.30 p.m.

Japan 5 p.m.

*Superscribed correspondence only.

BUOY PLAN OF HONG KONG HARBOUR.



NOON, FRIDAY AUGUST 28.

Sailing for Victoria & Vancouver

via Shanghai and Japan

one of the

BIG 4
"EMPERESS OF RUSSIA"

The White Empresses are the largest and fastest liners on the Pacific.

12 DAYS FROM CHINA AND 8 DAYS FROM JAPAN TO CANADA AND U.S.A.

Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
Leaves	Leaves	Leaves	Leaves	Arrives
Empress of Russia, Aug. 26	Aug. 31	Sept. 3	Sept. 5	Sept. 14
Empress of Japan, Sept. 12	Sept. 15	Sept. 17	Sept. 19	Sept. 27
Empress of Asia, Sept. 25	Sept. 28	Oct. 3	Oct. 12	
Empress of Canada, Oct. 10	Oct. 13	Oct. 15	Oct. 25	
Empress of Russia, Oct. 23	Oct. 26	Oct. 29	Oct. 31	Nov. 9
Empress of Japan, Nov. 7	Nov. 10	Nov. 12	Nov. 14	Nov. 22
Empress of Asia, Dec. 5	Dec. 20	Dec. 22	Dec. 26	Dec. 7
Empress of Canada, Dec. 5	Dec. 8	Dec. 10	Dec. 12	Dec. 20
Empress of Russia, Dec. 18	Dec. 21	Dec. 24	Dec. 26	Jan. 4

"Empress of Russia" and "Empress of Asia" call at Nagasaki.

Special Through Fares To Europe £120—£112—£88—£79

HONG KONG—MANILA.

Leave Hong Kong Arrive Manila

EMPERESS OF JAPAN	Sept. 4	Sept. 6
EMPERESS OF ASIA	Sept. 17	Sept. 19

Ask about the New
Empress tourist
Cabin Fares

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

Straits, Java, Burma, Ceylon, India, Persian Gulf,
West Indies, Mauritius, East and South Africa,
Australia, including New Zealand and
Queensland ports, and Red Sea, Egypt,
Constantinople, Greece, Levantine
ports, Europe, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hong Kong About	Destination
KARMALA	9,000	1931. 29th Aug. Noon	Marseilles, London, Rotterdam, Antwerp & Hull.
CATHAY	15,000	12th Sept.	Bombay, Marseilles & London.
*SUDAN	6,800	19th Sept.	Marseilles, Havre, London, Hamburg, Rotterdam & Antwerp.
KALYAN	9,000	26th Sept.	Marseilles, London, Rotterdam, Antwerp & Hull.
MANTUA	11,000	10th Oct.	Marseilles, London, R'dam & A'werp.
*KASHMIR	9,000	24th Oct.	Marseilles, London, Hamburg, Rotterdam & Antwerp.
*BURDWAN	6,600	31st Oct.	Marseilles, Havre, London, Hamburg, Rotterdam & Antwerp.
NALDEA	16,000	7th Nov.	Bombay, Marseilles & London.
*KASHMIR	9,000	21st Nov.	Marseilles, London, R'dam & A'werp.
RAJPUTANA	17,000	5th Dec.	Marseilles & London.
CORFU	15,000	19th Dec.	Marseilles, London.
*SOMALI	6,800	26th Dec.	Havre, London, Hamburg, Rotterdam & Antwerp.

* Cargo only. † Calls Casablanca. ‡ Calls Djibouti.
Frequent connection from Port Said for Passengers and Cargo to Constantine, Pireaus, Smyrna and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

S.S.	Tons	From Hong Kong About	Destination
TALMA	10,000	1931. 8th Sept.	Singapore, Penang & Calcutta.
TAKADA	7,000	21st Sept.	Singapore, Penang & Calcutta.
*SIRDHANA	8,000	4th Oct.	Singapore, Penang & Calcutta.
TILAWA	10,000	14th Oct.	Singapore, Penang & Calcutta.

* Calls Port Swettenham. † Calls Rangoon.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South).

S.S.	Tons	From Hong Kong About	Destination
TANDA	7,000	1931. 2nd Sept.	Manila, Rabaul, Brisbane, Sydney
NANKIN	7,000	2nd Oct.	& Melbourne.
NELLORE	7,000	31st Oct.	

Regular monthly sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and

The P. & O. Branch Service of steamers to London via Suez.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

Cheap Summer Trips to Japan, June to Sept.

S.S.	Tons	From Hong Kong About	Destination
TAKADA	7,000	1931. 28th Aug.	Amoy, Shanghai, Moji, Kobe, Yokohama & Osaka.
*NANKIN	7,000	28th Aug.	Shanghai, Kobe & Yokohama.
KALYAN	9,000	28th Aug.	Shanghai, Moji, Kobe & Yokohama.
*ST. ALBANS	4,500	31st Aug.	Shanghai, Moji, Kobe, Osaka & Y'hama.
SIRDHANA	8,000	11th Sept.	Amoy, Sh'hai, Moji, Kobe & Osaka.
MANTUA	11,000	11th Sept.	Shanghai, Moji, Kobe & Yokohama.
*BURDWAN	6,600	12th Sept.	Shanghai, Moji, Kobe & Yokohama.
KASHMIR	9,000	25th Sept.	Shanghai, Moji, Kobe & Yokohama.
TILAWA	10,000	25th Sept.	Amoy, Moji, Kobe & Osaka.
NELLORE	7,000	5th Oct.	Shanghai, Moji, Kobe, Osaka & Y'hama.
SANTHIA	8,000	9th Oct.	Amoy, Moji, Kobe & Osaka.
NALDEA	16,000	10th Oct.	Shanghai, Moji, Kobe & Yokohama.
KASHGAR	9,000	17th Oct.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	23rd Oct.	Shanghai, Moji, Kobe & Yokohama.
MACEDONIA	10,000	24th Oct.	Shanghai, Moji, Kobe & Yokohama.
TANDA	7,000	6th Nov.	Shanghai, Moji, Kobe & Y'hama.
RAJPUTANA	17,000	7th Nov.	Shanghai, Kobe & Yokohama.
CORFU	15,000	21st Nov.	Shanghai, Kobe & Yokohama.
NAWALPINDI	12,000	5th Dec.	Shanghai, Moji, Kobe & Yokohama.
NANKIN	7,000	7th Dec.	Shanghai, Moji, Kobe & Y'hama.
KARMALA	9,000	19th Dec.	Shanghai, Moji, Kobe & Yokohama.

* Cargo only. † Calls Nagoya.

All dates are approximate and subject to alteration without notice.
Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans on Punka Louvre System free of charge.

Steamers on London and Australian Lines are fitted with Laundry.

Panels measuring not more than 5 cu. ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO., Agents.

P. & O. Building, Connaught Ed. C, Hong Kong.

NEW DOLLAR LINER

Features of President Hoover.

"CASTLE ON THE SEA."

The President Hoover, which will be in Hong Kong on September 21 and 22, has been formally turned over to the Dollar Steamship Lines and has officially become America's largest, fastest, and finest home-built intercoastal and trans-Pacific liner.

Over all of her 653 feet, from stem to stern the President Hoover presents a flawless piece of work, the culmination of the labour of thousands of workers who take an honest pride in their handiwork. A beam of 81 feet, a depth of 79 feet, a maximum draft of 34 feet, and a displacement of 33,500 tons are figures which help from a picture of the size of the floating castle.



class dining room and 119 in the third class.

From the dining room, the sea voyager will probably go to the lounge, or to the promenade deck, or perhaps to one of the public lobbies. It is in the interior decorations that the President Hoover can base its claim for exquisite beauty... Beautifully carved and inlaid woods, from the far corners of the world, find their place in the lobbies, in the lounges in the smoking rooms and in the library.

The model mahogany in the writing room and library once grew in the forests of darkest Africa. The Prima Vera, found in the exquisite panels of the lobbies come from Central America; the Satinwood from India; the White Philippine mahogany from the Philippines; the Bubinga from Africa; the teak from India and Java; the Padouk from Africa or India, and the Harwood, a beautiful textured wood, dyed by a certain process in Germany, all aid in making the President Hoover a thing of beauty. In all cases the colour harmony is beautiful yet dignified and inviting.

Mildly might care to board the elevator and ascend to the gift shop, a beautiful nook on one of the lobbies. This shop, of modernistic design, decorated with coloured panel work, will display all of the latest creation.

Bridge games will be in progress in the lounge, a spacious room, and perhaps the most beautiful of all the public places aboard the Dollar liner. The smoking room, of more sombre hue will prove inviting. At night, the passengers will congregate in the veranda cafe.

Perhaps, if they are in the mood, they will witness a "talkie," or listen to the radio. Then, perhaps another turn around the promenade deck, and then to bed.

While the passengers are enjoying an extended holiday the Captain on the bridge deck above is directing the movements of the giant liner. Together with the Chief Officer he inspects the chart room, the radio room, and a fire detecting apparatus which immediately signals the slightest blaze.

The hours which elapse from port to port are kept at a minimum by the twin screw electric driven propellers which send the vessel through the water at a 21 knot an hour pace. Letters to be mailed to the folks at home when the ship reaches the various Oriental ports are left at the ship's post office, known as the "Sea Post," a regular branch of the United States Post Office.

While the grownups are enjoying themselves in the many ways that grownups can enjoy themselves aboard a palatial ocean liner, the kiddies are making carnival in their own play shop, located on the promenade deck. A merry-go-round, a slide, sand pits, and other means of amusement are provided for them and when they grow tired they can sit in the miniature chairs with which the playground is furnished.

Refreshed he will enter the dining salon with the other early risers. Seating accommodations for 272 are provided in the main dining salon where food prepared by expert chefs will satisfy the ocean appetites. One hundred and twenty persons can be seated in the special class stateroom.

The ocean voyager aboard the President Hoover rising from his bed at an early hour, if he wishes may don his swimming suit and take a dip in the spacious and beautiful tiled pool.

Refreshed he will enter the dining salon with the other early risers.

Seating accommodations for 272 are provided in the main dining salon where food prepared by expert chefs will satisfy the ocean appetites. One hundred and twenty persons can be seated in the special class stateroom.

Safety, speed, comfort can all be claimed by the President Hoover. It has entered

CONSIGNEES.

LLOYD TRIESTINO NAV. CO.

NOTICE TO CONSIGNEES.

Chartered Steamer,
"COL DI LANA"
From TRIESTE, VENICE, BRINDISI
& PORTS.

CONSIGNEES of cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence an/l or from the wharves delivery may be obtained.

Optional cargo will not be landed here, unless notice has been given 48 hours prior to vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All claims against the vessel must be presented to the Undersigned on or before the 7th September, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst. at 10 a.m. by our surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO. LTD.

Hong Kong, 22nd August, 1931.

CONSIGNEES NOTICE.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO', ANTWERP, LONDON, STRAITS AND MANILA.

The Steamship,

"BENDORAN"

Consignees of cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co. Ltd., whence an/l or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 31st inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 14th September, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst. at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO. LTD.

Agents.

Hong Kong, 24th August, 1931.

EDWARD BARBER & CO. LTD.

Agents.

Queens' Buildings. Telephone 28021.

Agents.

Agents.</p



The Caravan.
ARCADE, PENINSULA HOTEL.

Sole Agents:
FETTE PEKING RUGS



TO-DAY TO SATURDAY
Daily At 2.30, 5.10, 7.15 & 9.20 p.m.

A PARAMOUNT SUPER-PRODUCTION

Exciting Revelations in
Society Love Tangle
following shooting of
New York's Wealthiest
Young Bachelor.



DOROTHY ARZNER

NEXT CHANGE

A UNIVERSAL PRODUCTION

The doctor said,
spank her....
but what did
he do!....

Well, you'll be surprised when you see
this amazing story of modern married
life and home wrecking.



Genevieve TOBIN — Conrad NAGEL
ZASU PITTS, SLIM SUMMERVILLE, MONROE OWSLEY.
From the Stage Success, "Half Gods," by Sidney Howard.
Directed by Hobart Henley.

Booking at the Theatre, Telephone No. 25720.

The China Mail.

ESTABLISHED 1845.

HONG KONG, THURSDAY, AUGUST 27, 1931.

LARCENY CHARGE.

Chinese Accountant and
Restitution.

\$4,257 INVOLVED.

On Tuesday morning, in the Central Police Court, Yuen Ho, an assistant accountant of the Ho Ping Kee Medicine shop, 44 Bonham Strand West, pleaded guilty to larceny by a servant of \$4,257, the property of his employers on August 11 last. He was remanded for 48 hours in order that he might refund some of the amount.

Accused appeared before Mr. Schofield this morning, and it was stated by Detective-Sergeant Poyntz that the man had been taken out on both days, but had not been able to find any money.

Accused—I ask your Worship for another adjournment, in order that I may see a friend. He is sick at present.

Det.-Sergt. Poyntz—I don't think it will be any use. I don't think he can get any money at all.

A Chinese detective, in reply to his Worship, said that the man to whom accused referred was ill and could not come to Court.

Sergeant Poyntz remarked that he did not think that accused's friend was in the position to refund that amount of money.

His Worship—He may be able to put up a thousand dollars.

A clansman of accused's came forward, and his Worship remarked to the Police officer that defendant seemed to have some hope of getting the money back.

Defendant—He has agreed to loan me \$1,000, on condition that the complainant withdraws the charge altogether.

His Worship granted the remand.

IN JAPAN.

Great Reception for
Lindberghs.

"ROYAL" VISITORS!

The Lindberghs, on their arrival in Japan, were escorted to the air field by three military and three naval planes and were received with the greatest welcome ever accorded to foreign aviators in Japan.

They are being treated like royal visitors and are the guests of the nation.

Large crowds from many miles around have gathered in Kasumigaura, travelling by train and foot, and tens of thousands were present when the Lindberghs arrived.

The description of their arrival was broadcast all over the country and Japanese and American flags were flown everywhere.

The Lindberghs will leave by train for Tokyo where it is anticipated there will be scenes of the wildest enthusiasm. Hundreds of police have been mobilised to control the crowds, says a Reuter message.

FLIGHTS RESUMED.

British Team in the
Air Again.

SCHNEIDER TROPHY.

Rugby, Yesterday. After two blank days the British Schneider team was able to resume practice at Caleshot to-day. On Monday and Tuesday heavy gales raged, but to-day the weather was beautifully fine and flights were made both in one of the new Supermarine Rolls Royce machines and in the Gloster Napier.

News is still anxiously waited with regard to the participation of the French and Italian teams—British Wireless Service.

STOP PRESS

London, To-day.

There is much speculation about the economy proposals, but it seems certain that they will include cuts in the pay of soldiers, sailors, airmen, teachers and higher paid Civil Servants. Fresh taxation will probably include increase of income-tax, entertainment tax, tobacco and liquor duties.—Reuter.

FLOODLIGHTING.

Illumination of London
Buildings.

NEXT MONTH

Rugby, Yesterday. Preparations for the floodlight illumination of principal London buildings during next month, in connection with the Triennial International Illumination Congress and Faraday Centenary celebrations.

Buckingham Palace is among the buildings to be lighted. Others include Westminster Abbey, Big Ben Tower, National Gallery, Nelson Column, St. Paul's Cathedral, and Tower Bridge.—British Wireless Service.

ROYALTY OF HACKNEY.

Lord Lonsdale's Dance With
Pearly Queen.

Forty-three flower-decked donkey carts full of kings and queens were the feature of the Olympia Horse Show.

They were the coster kings and queens, the royalty of Hackney, Peckham, Putney, Bow, and Somers Town. As the gay little carts were trotted into the ring, Lord Lonsdale, complete with cigar, smile, and white buttonhole, greeted his old friends, blowing kisses to the women. After he had judged the displays by energetically running up and down the arena, he tried on a coster king's "crown," a pearly top hat, and danced with a glittering coster queen, to the accompaniment of loud cheers.

All the unsuccessful entrants received a real Lonsdale cigar, and all drove away with a feeling that they had won a prize.

ROYAL HOLIDAY.

King Returns to
Scotland.

BALLATER TO-DAY.

Rugby, Yesterday. The King left Euston Station by Royal train to-day for Scotland. His Majesty interrupted his holiday at Balmoral on Saturday to return to London in order to be in closer touch with the political situation. He is due at Ballater at ten to-morrow morning.—British Wireless Service.

MAIL WEEK Gossip.

London, Aug. 4. Although the King and Queen are not expected at Balmoral until the 22nd of this month, Royal Deeside is getting into trim for its most important visitors. Balmoral itself is having a last touching-up, while the other houses on the King's land are ready for occupation already. Their tenants will be due there quite soon.

Sir Derek and Lady Keppel will stay at Aberfeldie Mains, and Sir Harry and Lady Joan Verney, both of whom are attached to the Court, are occupying for part of the season at least the House of Birkhall. Later the Duke and Duchess of York may move there as they did two years ago, but for the present they intend spending their Scottish visit at Glamis.

The Duchess's Children, The King's private secretary, Colonel Sir Clive Wigam, is due to arrive at Gowar House during the next few days and a detachment of the Argyll and Sutherland Highlanders will soon be flying their colours over the roof of the Victoria Barracks at Ballater.

People "in the know" on Deeside say that the nurseries at Balmoral are being put in order for the two baby princesses, and that they will live there while their parents are at Birkhall. The house which the King has lent to his second son is an attractive place, but is not large, and if the Duke and Duchess of York mean to do any entertaining at all, they will have to sacrifice the rooms generally occupied by their daughters and their nurses.

AS IN PICKWICK'S DAY.

A Host of Jolly Friends at The
Leather Bottel.

The clocks were put back a hundred years in the quaint old village of Cobham when a visit was paid to the Leather Bottel immortalised by Dickens, by Mr. Pickwick and other members of the Pickwick Club.

The rumbling of wheels and the clatter of horses' hooves brought the villagers to their doors, and the sight of an old stagecoach with the beaming Mr. Pickwick aboard brought forth hearty cheers.

Accompanying Mr. Pickwick were Mr. Weller, Mr. Wardle, Mr. Winkle, Captain Bolding, Mr. Tupman, and Joe, the Fat Boy. To keep Mr. Tupman in good cheer were the Misses Rachel and Emily Wardle.

In reality the characters were members of the Dickens Fellowship from London, who lunched at the Leather Bottel before going on to the pageant at Rochester.

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Printed and published for the Proprietors, The Newspaper Enterprise Limited, by DAVID CHRISTIAN

Wilson, Business Manager, at 26, Wyndham Street, Hong Kong.